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ROCKY MOUNT – US 301 BYPASS

NASH COUNTY

T.I.P. PROJECT U-3330

<u>LINE</u>	<u>SHEET NO.</u>
-L-	X-2 THRU X-40
-Y1-	X-41 THRU X-45
-Y1RPA-	X-46 THRU X-48
-Y1RPB-	X-49 THRU X-51
-Y1LPC-	X-52 THRU X-54
-Y1RPD-	X-55 THRU X-57
-Y2LPA-	X-58 THRU X-60
-Y2RPA-	X-61
-Y2RPB-	X-62
-Y2RPC-	X-63
-Y3RPB-	X-64 THRU X-66
-Y4-	X-67 THRU X-68
-Y5-	X-69
-Y6-	X-70
-Y7A-	X-71
-Y7B-	X-72
-Y8-	X-73
-Y9-	X-74
-DET1-/-DET2-	X-75 THRU X-81
-Y13DET-	X-82
-DET3-/-DET4-	X-83 THRU X-89

Quantities are approximate only. The Resident Engineer will recross-section the work accurately when the project is staked out. These cross-section notes will be used in computing the final quantities for which the contractor will be paid.

STATE OF NORTH CAROLINA DIVISION OF HIGHWAYS

PROJ. REFERENCE NO.	SHEET NO.
U-3330	X-1B

Earthwork quantities are calculated by the Roadway Design Unit. These earthwork quantities are based in part on subsurface data provided by the Geotechnical Engineering Unit.

NOTE: EMBANKMENT COLUMN DOES NOT INCLUDE BACKFILL FOR UNDERCUT

CROSS-SECTION SUMMARY

Station	Uncl. Exc.	Embt	Station	Uncl. Exc.	Embt	Station	Uncl. Exc.	Embt	Station	Uncl. Exc.	Embt	Station	Uncl. Exc.	Embt
92+00.0000	1	25	118+50.0000	5	0	Station Phase 1	Uncl. Exc.	Embt	22+30.0000	8	21	11+50.0000	106	67
92+50.0000	4	14	119+00.0000	5	2	Station Phase 1 Det1	(cu. yd.)	(cu. yd.)	Station Phase 1 Y1Lpc	(cu. yd.)	(cu. yd.)	12+00.0000	167	118
93+00.0000	71	7	119+50.0000	4	4							12+50.0000	106	112
93+50.0000	115	9	120+00.0000	4	2	22+96.4000	0	0				13+00.0000	34	117
94+00.0000	70	8	120+50.0000	4	3	23+50.0000	12	884	10+00.0000	0	0	13+50.0000	26	116
94+50.0000	55	8	121+00.0000	10	5	24+00.0000	6	831	10+50.0000	172	6	14+00.0000	16	86
95+00.0000	50	5	121+50.0000	13	6	24+50.0000	0	833	11+00.0000	174	1	14+50.0000	11	68
95+50.0000	48	2	122+00.0000	6	6	25+00.0000	0	793	11+50.0000	259	0	15+00.0000	9	56
96+00.0000	54	13	122+50.0000	4	6	25+50.0000	0	676	12+00.0000	458	0	15+50.0000	22	58
96+50.0000	40	31	123+00.0000	5	6	26+00.0000	0	502	12+50.0000	529	0	16+00.0000	71	85
97+00.0000	40	37	123+50.0000	6	4	26+50.0000	0	323	13+00.0000	448	0	16+50.0000	98	80
97+50.0000	25	26	124+00.0000	5	5	27+00.0000	0	182	13+50.0000	308	0	17+00.0000	48	31
98+00.0000	7	44	124+50.0000	4	6	27+50.0000	0	88	14+00.0000	219	0	17+09.1700	1	1
98+50.0000	11	80	125+00.0000	4	6	28+00.0000	0	27	14+50.0000	209	0	Station Phase 1 Y2Rpa	Uncl. Exc.	Embt
99+00.0000	6	89	125+50.0000	4	5	28+50.0000	0	10	15+00.0000	115	18	11+72.3900	4	6
99+50.0000	6	113	126+00.0000	24	2	29+00.0000	3	6	15+34.1100	8	24	Station Phase 2 L LT	Uncl. Exc.	Embt
100+00.0000	11	130	126+50.0000	58	0	29+50.0000	7	6	Station Phase 1 Y1Rpa	Uncl. Exc.	Embt	16+85.0000	0	0
Station Phase 1 L RT	Uncl. Exc.	Embt	127+00.0000	39	5	Station Phase 1 Y13-Det	Uncl. Exc.	Embt	10+00.0000	0	0	17+00.0000	2	2
(cu. yd.)	(cu. yd.)	(cu. yd.)	127+50.0000	16	7	(cu. yd.)	(cu. yd.)	(cu. yd.)	17+50.0000	8	17	28+00.0000	0	0
			128+00.0000	28	6				18+00.0000	3	20	28+50.0000	4	6
100+50.0000	14	107	128+50.0000	68	4	11+38.5700	0	0	18+77.4700	0	34	29+00.0000	94	5
101+00.0000	11	144	129+00.0000	72	1	11+50.0000	15	0	Station Phase 1 Y2Rpb	Uncl. Exc.	Embt	30+00.0000	70	7
101+50.0000	17	121	129+50.0000	27	1	12+00.0000	142	0	11+50.0000	56	20	30+50.0000	57	20
102+00.0000	25	44	130+00.0000	11	0	12+50.0000	108	6	12+00.0000	42	19	31+00.0000	31	19
102+50.0000	19	97	130+50.0000	7	1	12+90.1100	49	6	12+50.0000	20	24	31+50.0000	9	6
103+00.0000	33	86	131+00.0000	18	1	Station Phase 1 Y13-Det	Uncl. Exc.	Embt	13+00.0000	25	41	32+00.0000	8	8
103+50.0000	44	64	131+15.0000	4	0	(cu. yd.)	(cu. yd.)	(cu. yd.)	13+50.0000	44	80	32+50.0000	6	11
104+00.0000	20	55	Station Phase 1 Det1	Uncl. Exc.	Embt	13+67.0800	0	0	14+00.0000	37	163	Station Phase 1 Y2Rpc	Uncl. Exc.	Embt
104+50.0000	9	0	(cu. yd.)	(cu. yd.)	(cu. yd.)	14+00.0000	35	42	14+50.0000	29	233	(cu. yd.)	(cu. yd.)	(cu. yd.)
105+00.0000	70	1				14+40.5500	21	7	15+00.0000	34	241	33+00.0000	6	9
105+50.0000	131	1	10+96.7800	0	0	Station Phase 1 Y1	Uncl. Exc.	Embt	15+50.0000	31	236	34+00.0000	7	7
106+00.0000	134	1	11+00.0000	0	1	(cu. yd.)	(cu. yd.)	(cu. yd.)	16+00.0000	15	249	35+00.0000	6	11
106+50.0000	111	1	11+50.0000	2	21				16+50.0000	21	255	35+50.0000	6	6
107+00.0000	69	4	12+00.0000	5	19	11+75.0000	0	0	17+03.6200	36	276	36+00.0000	6	4
107+50.0000	32	16	12+50.0000	6	19	12+00.0000	5	10	Station Phase 1 Y1Rpb	Uncl. Exc.	Embt	36+50.0000	10	6
108+00.0000	26	13	13+00.0000	8	20	12+50.0000	14	94	(cu. yd.)	(cu. yd.)	(cu. yd.)	37+00.0000	30	4
108+50.0000	19	4	13+50.0000	7	22	13+00.0000	7	154	Station Phase 1 Y2Lpa	Uncl. Exc.	Embt	37+50.0000	59	1
109+00.0000	20	3	14+00.0000	3	19	13+50.0000	6	233	(cu. yd.)	(cu. yd.)	(cu. yd.)	38+00.0000	109	0
109+50.0000	34	10	14+50.0000	0	28	14+00.0000	2	184	10+51.1200	0	0	38+50.0000	132	4
110+00.0000	29	20	15+00.0000	0	44	14+50.0000	0	519	11+00.0000	694	0	10+50.0300	0	0
110+50.0000	31	21	15+50.0000	2	44	15+00.0000	0	794	11+50.0000	1084	11	11+00.0000	13	146
111+00.0000	38	11	16+00.0000	3	39	15+50.0000	0	1493	12+00.0000	678	56	12+00.0000	31	388
111+50.0000	33	2	16+50.0000	1	31	16+00.0000	0	2187	12+50.0000	466	84	12+50.0000	42	472
112+00.0000	15	20	17+00.0000	0	21	16+50.0000	0	2970	13+00.0000	262	76	54+00.0000	0	0
112+50.0000	6	33	17+50.0000	0	25	17+00.0000	0	2023	13+50.0000	176	63	54+50.0000	4	11
113+00.0000	7	34	18+00.0000	0	85	17+29.5700	0	122	14+00.0000	137	68	55+00.0000	6	52
113+50.0000	4	159	18+50.0000	1	167	Station Phase 1 Y1	Uncl. Exc.	Embt	14+50.0000	122	79	55+50.0000	11	84
114+00.0000	0	454	19+00.0000	2	125	(cu. yd.)	(cu. yd.)	(cu. yd.)	15+00.0000	80	64	56+00.0000	9	74
114+50.0000	2	314	19+50.0000	2	56				15+50.0000	23	34	56+50.0000	14	46
115+00.0000	3	0	20+00.0000	12	186	20+00.0000	0	0	16+00.0000	5	19	57+00.0000	21	14
115+50.0000	1	0	20+50.0000	25	429	19+29.5700	0	720	16+50.0000	1	35	57+50.0000	12	0
116+00.0000	8	86	21+10.1400	33	647	19+50.0000	0	1720	16+83.6600	1	34	Station Phase 1 Y6	Uncl. Exc.	Embt
116+50.0000	18	189				20+00.0000	0	1658	Station Phase 1 Y1Rpd	Uncl. Exc.	Embt	(cu. yd.)	(cu. yd.)	(cu. yd.)
117+00.0000	26	205				20+50.0000	0	1217	(cu. yd.)	(cu. yd.)	(cu. yd.)	58+50.0000	0	212
117+50.0000	31	206				21+00.0000	0	448				59+00.0000	3	253
118+00.0000	17	105				21+50.0000	3	69	10+63.3300	0	0	59+50.0000	4	100
						22+00.0000	9	69	11+00.0000	20	7	60+00.5000	2	119

Quantities are approximate only. The Resident Engineer will recross-section the work accurately when the project is staked out. These cross-section notes will be used in computing the final quantities for which the contractor will be paid.

STATE OF NORTH CAROLINA DIVISION OF HIGHWAYS

PROJ. REFERENCE NO.	SHEET NO.
U-3330	X-1D

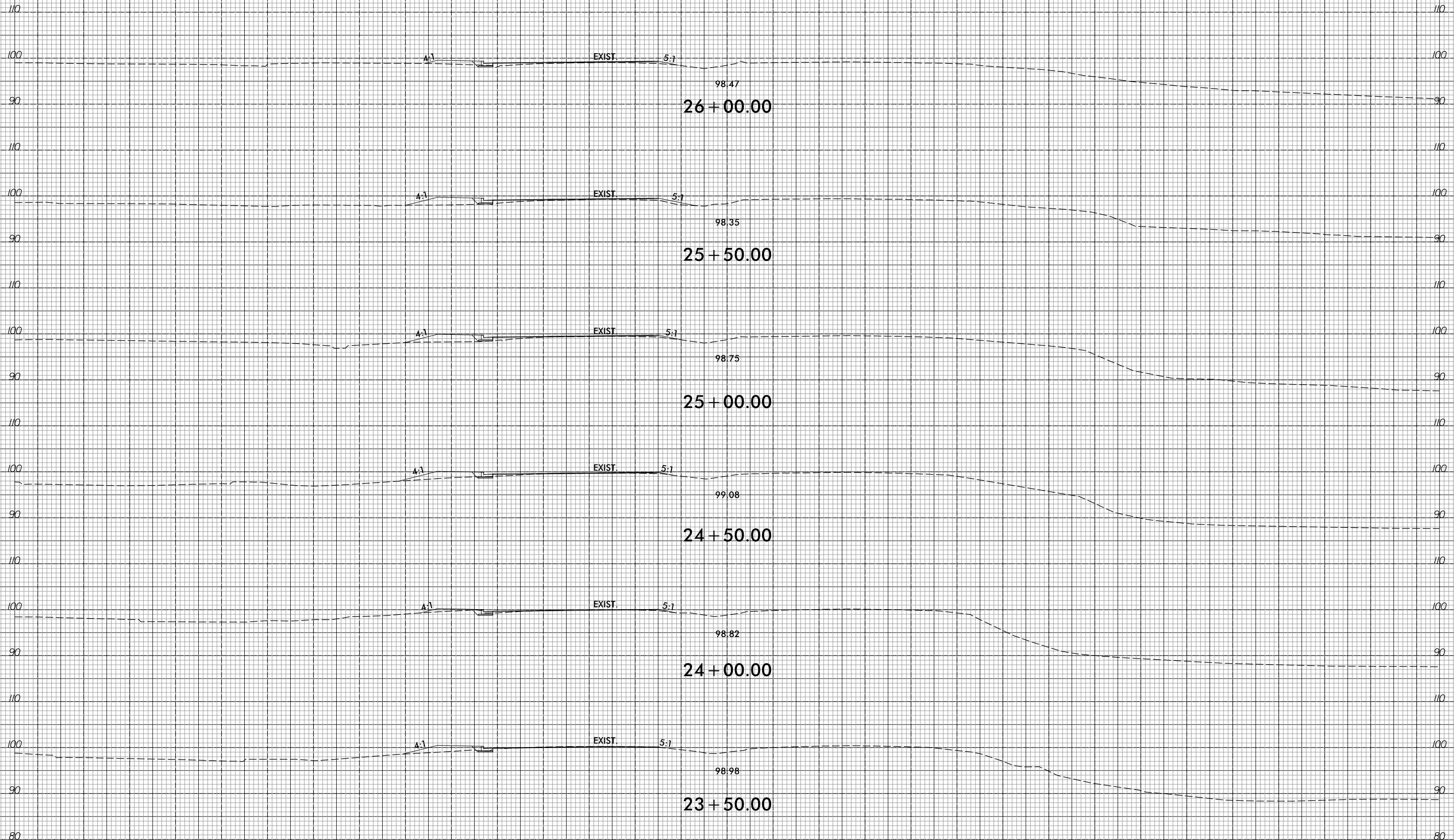
Earthwork quantities are calculated by the Roadway Design Unit. These earthwork quantities are based in part on subsurface data provided by the Geotechnical Engineering Unit.

NOTE: EMBANKMENT COLUMN DOES NOT INCLUDE BACKFILL FOR UNDERCUT

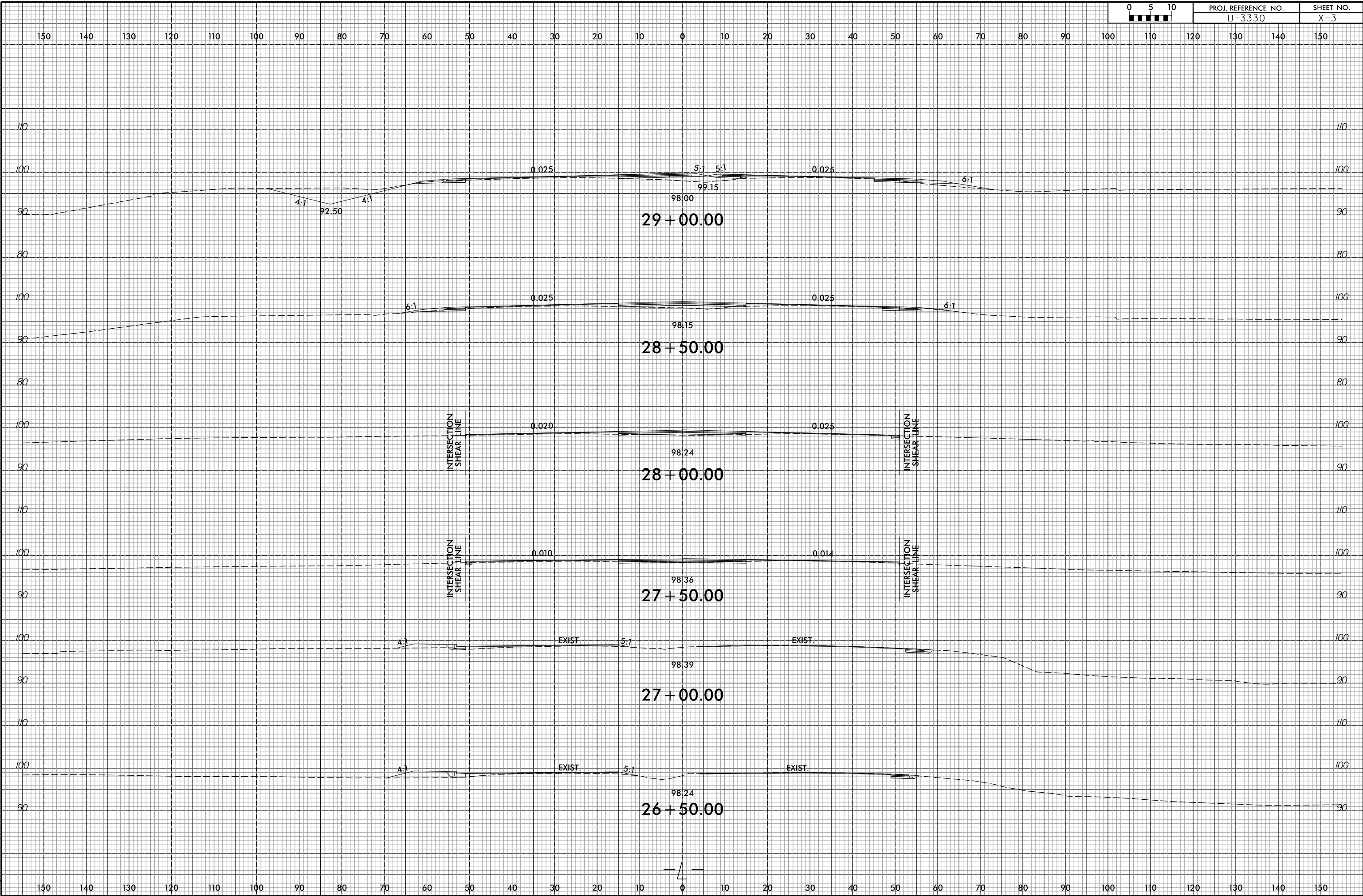
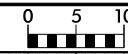
CROSS-SECTION SUMMARY

Station Phase 4 L RT	Uncl. Exc. (cu. yd.)	Embt (cu. yd.)
49+00.0000	0	0
49+50.0000	154	44
50+00.0000	131	6
50+50.0000	119	17
51+00.0000	57	53
51+50.0000	1	91
52+00.0000	1	94
52+50.0000	0	89
53+00.0000	1	78
53+50.0000	3	61
54+00.0000	2	62
54+50.0000	0	85
55+00.0000	0	109
55+50.0000	1	128
56+00.0000	3	156

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

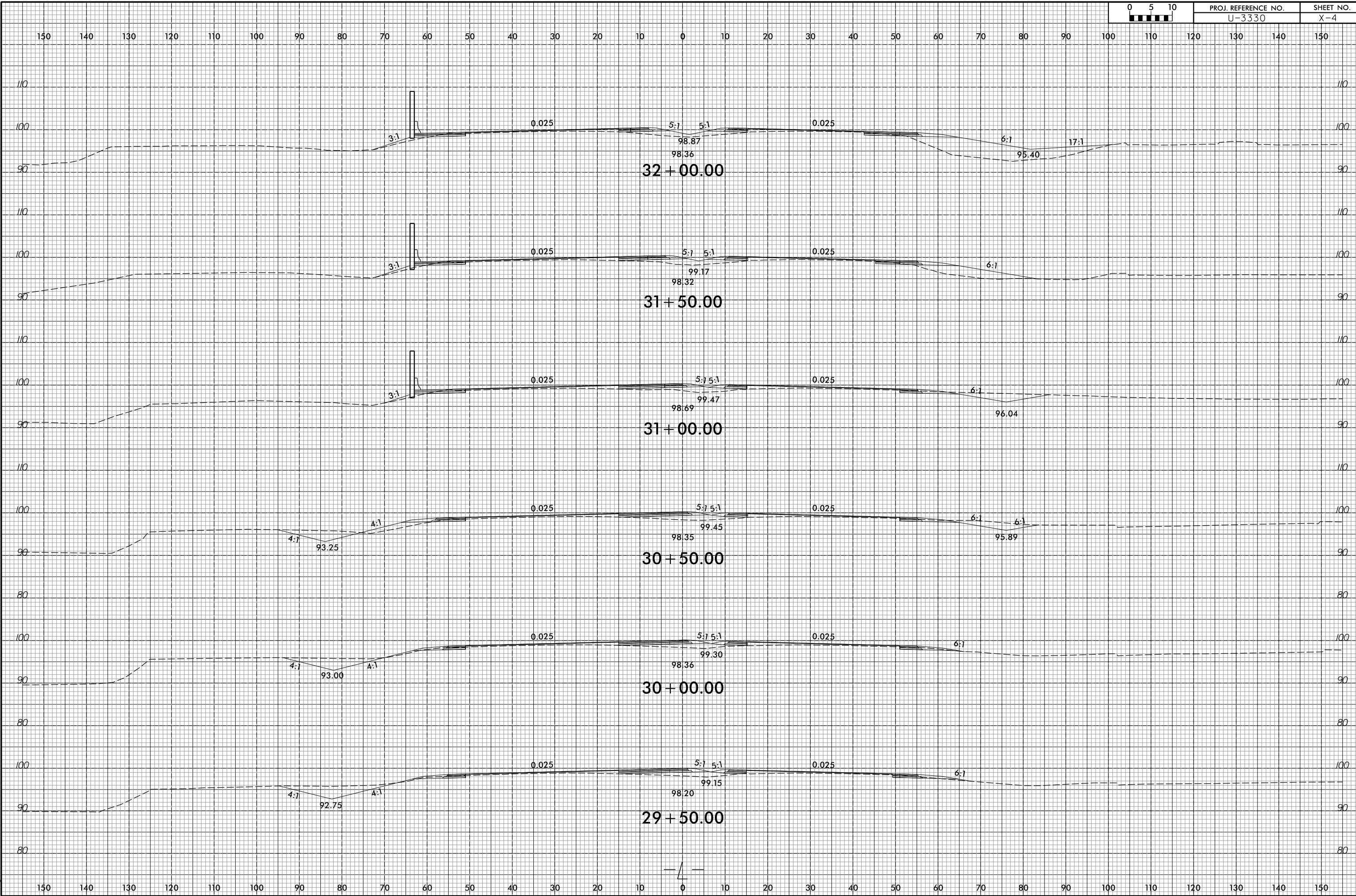


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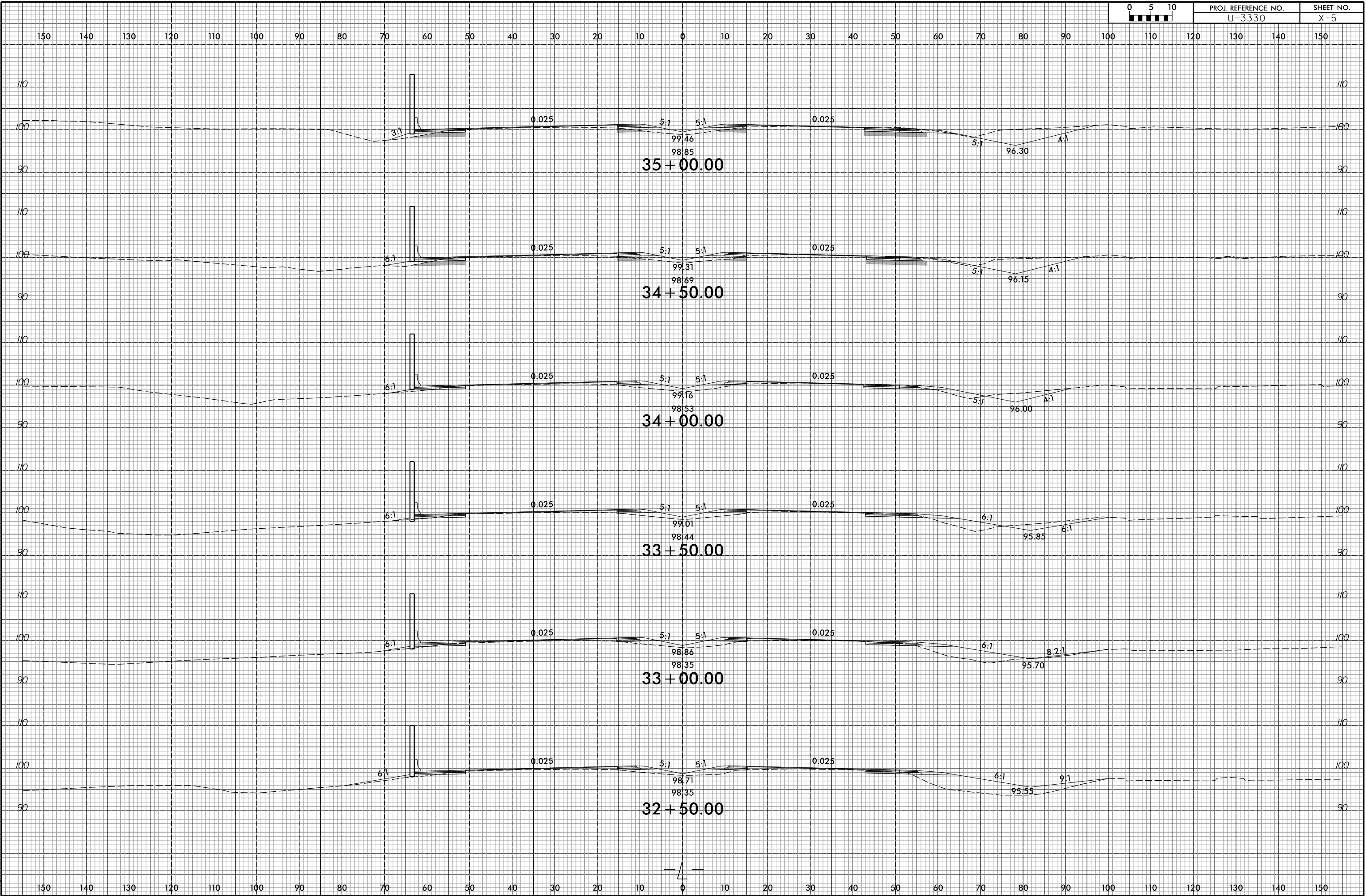


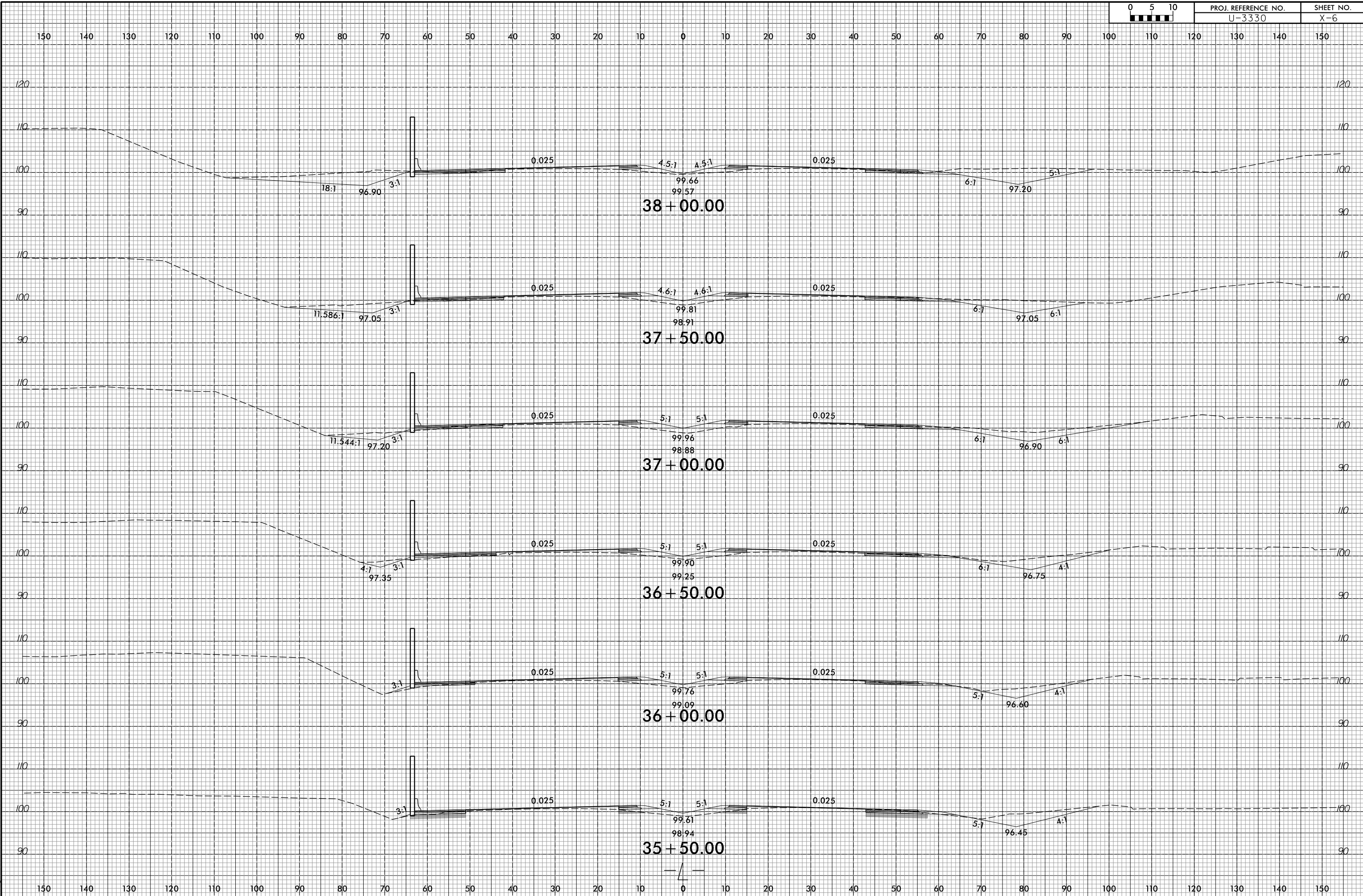
PROJ. REFERENCE NO.
U-3330

SHEET NO.
X-4

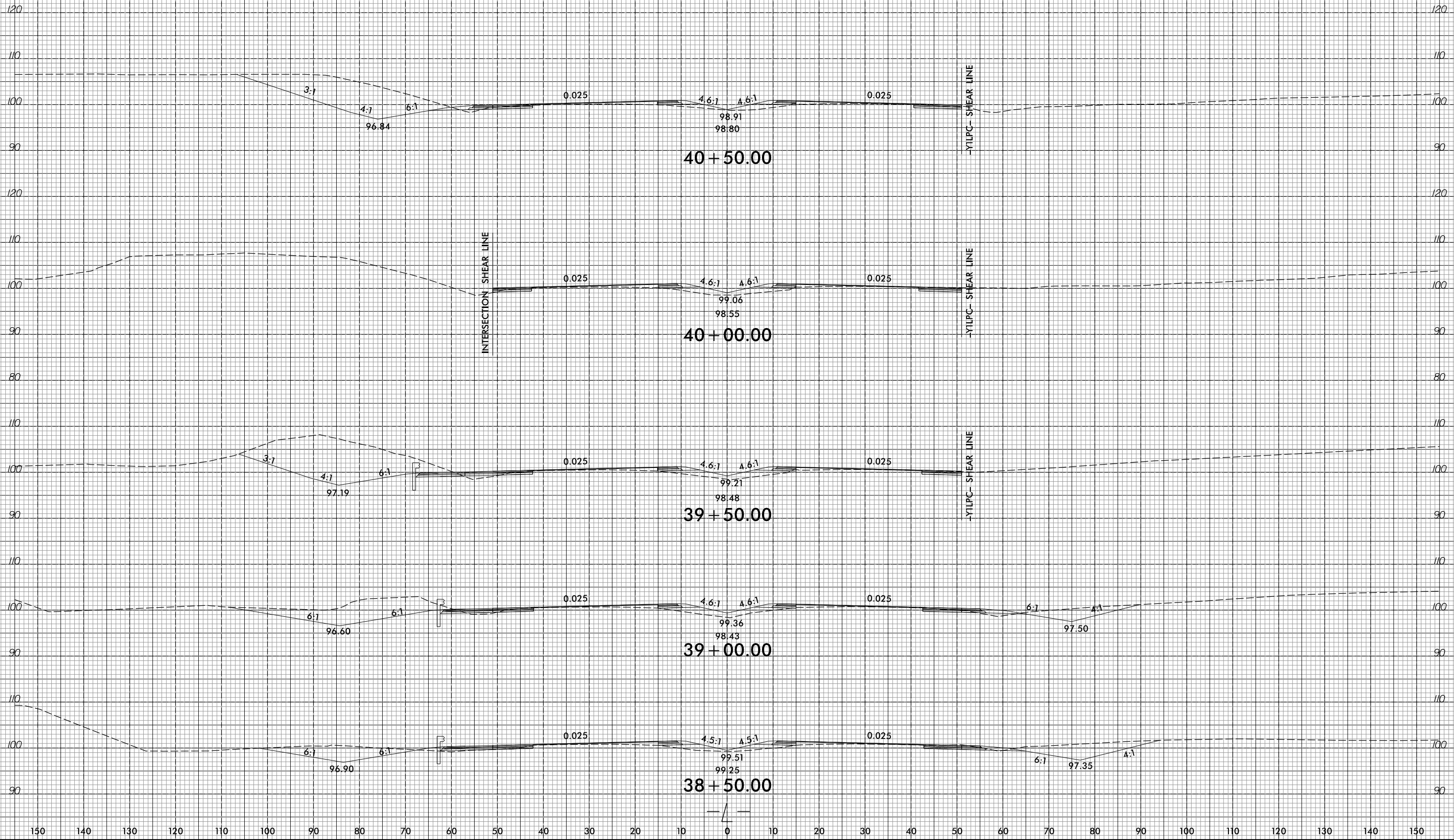


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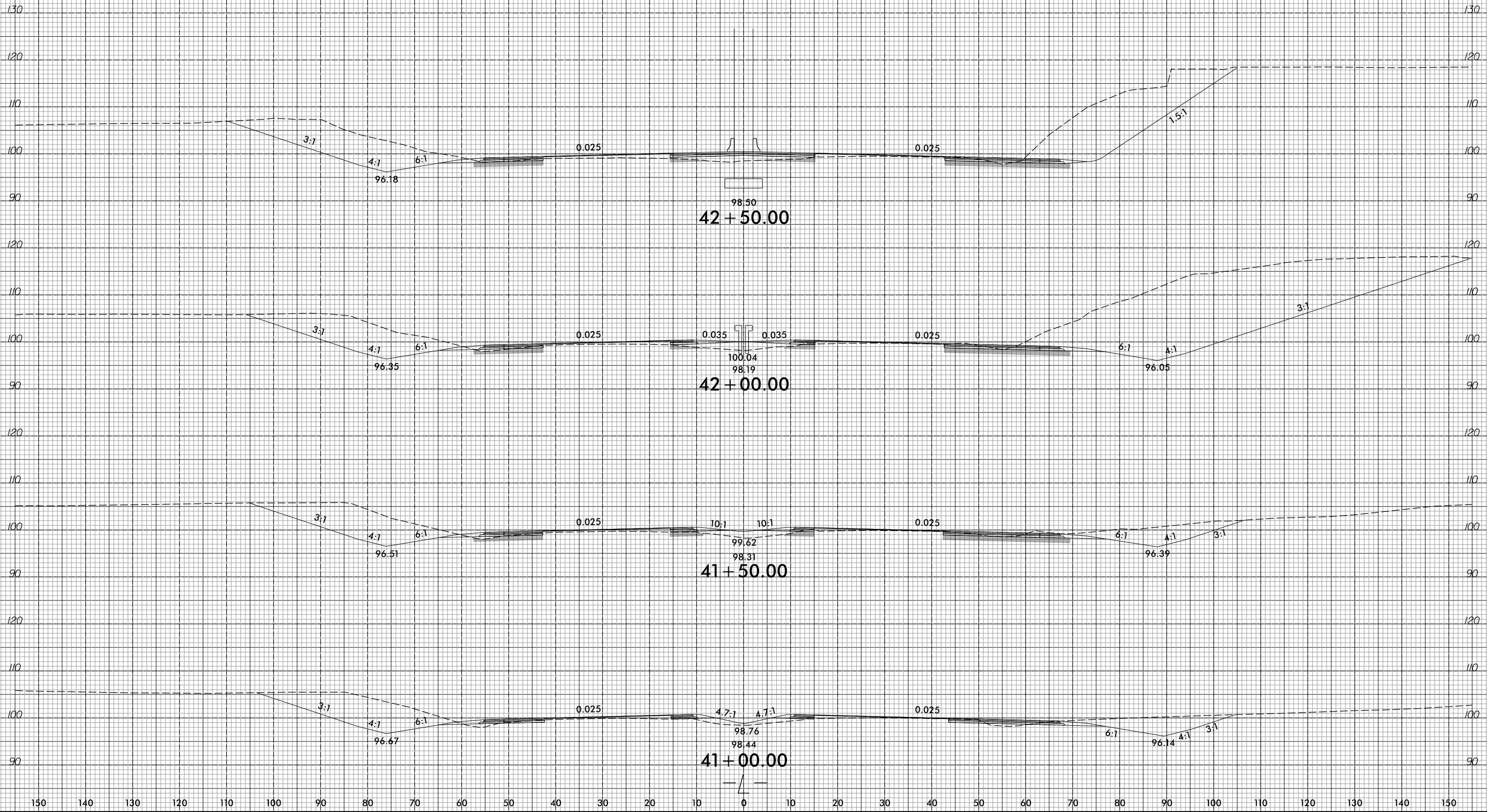


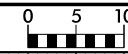


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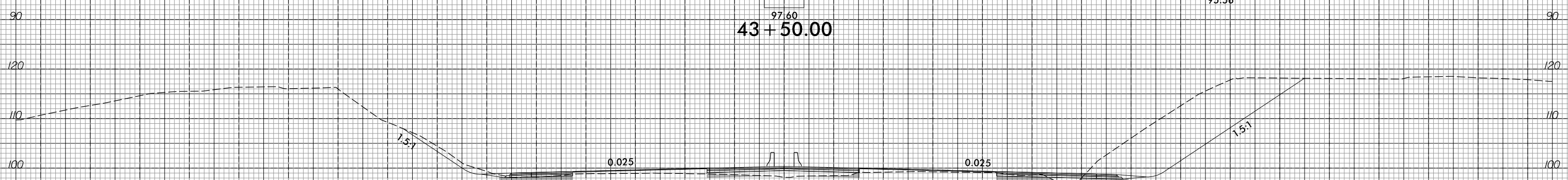
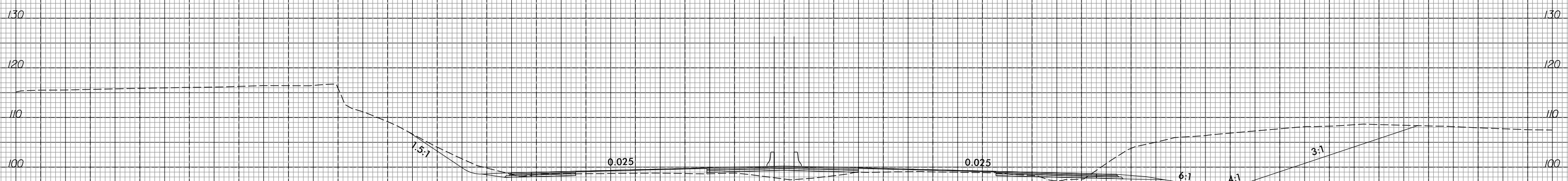
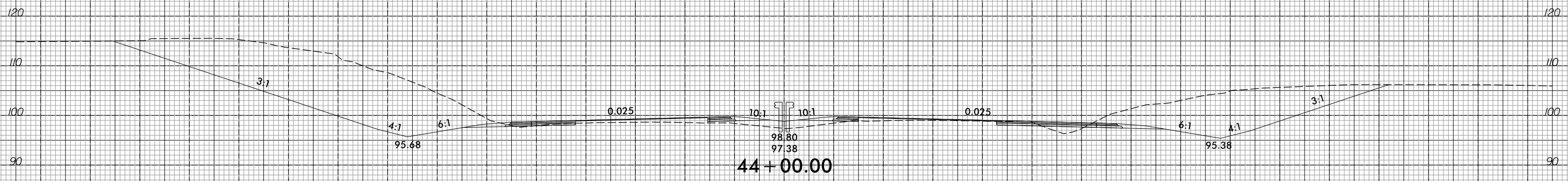
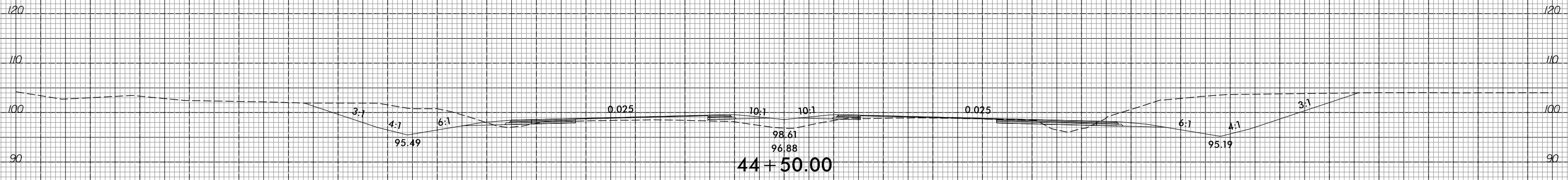


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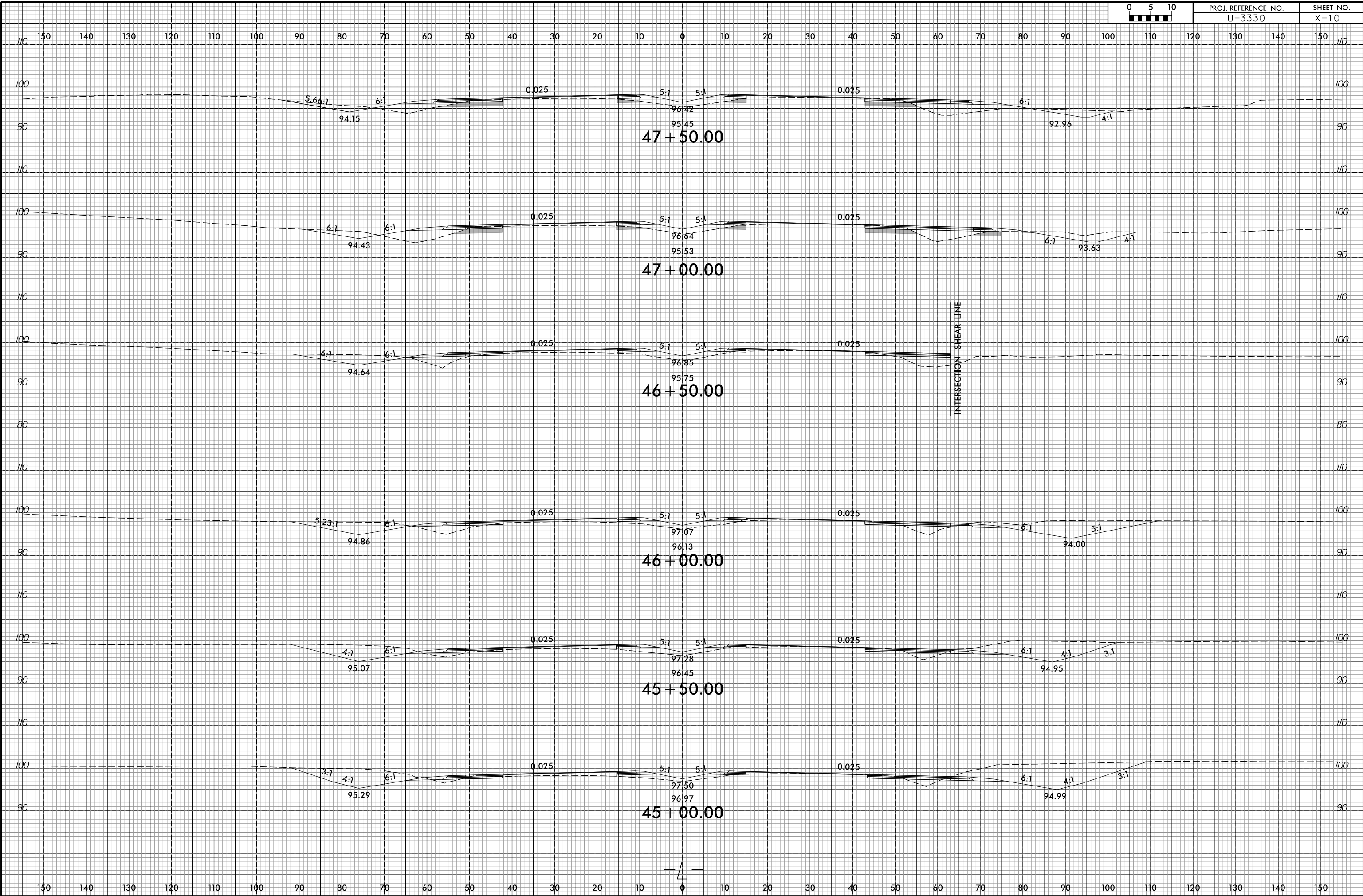
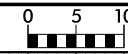




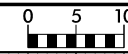
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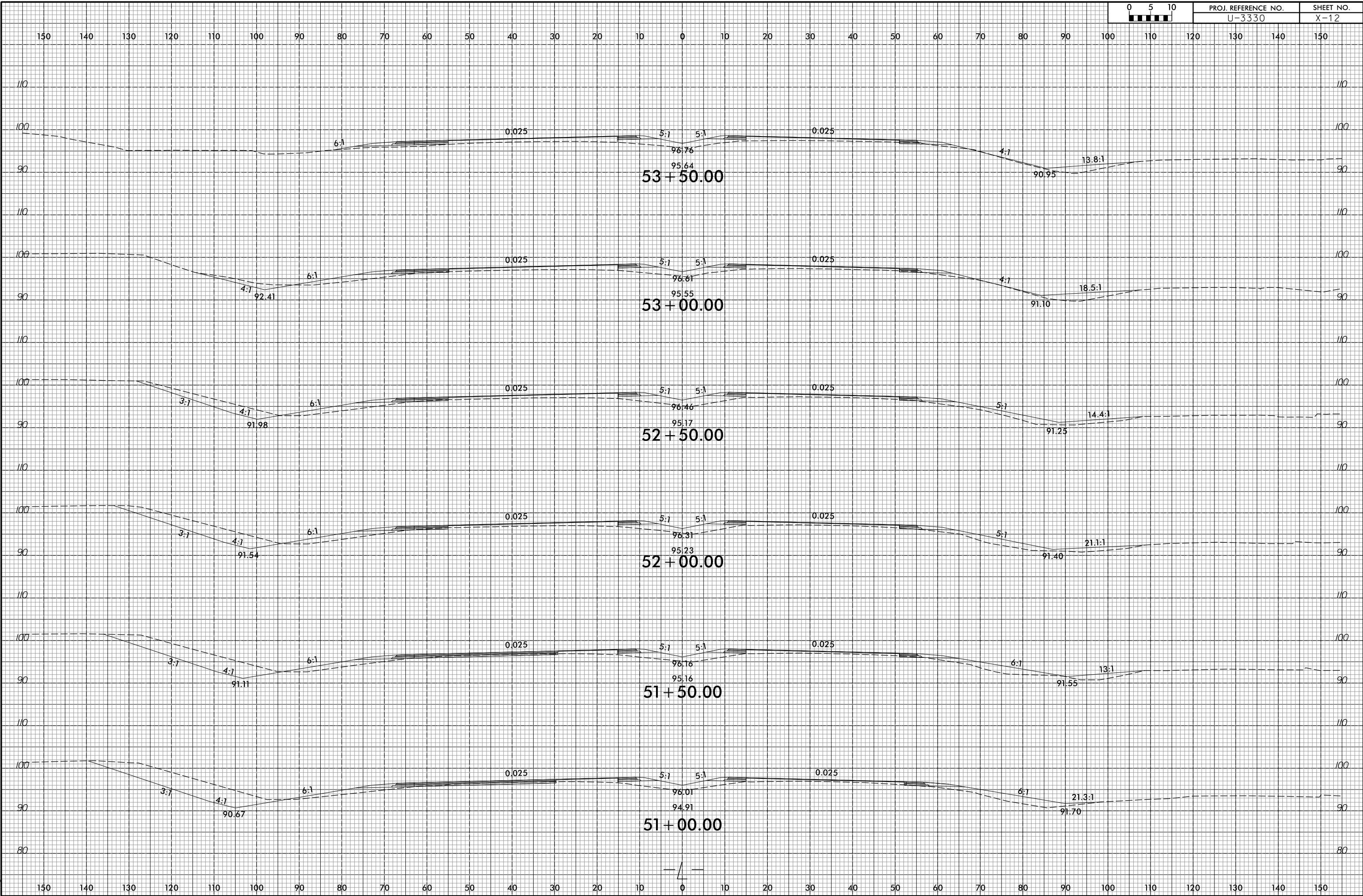
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PROJ. REFERENCE NO.	SHEET NO.
U-3330	X-12



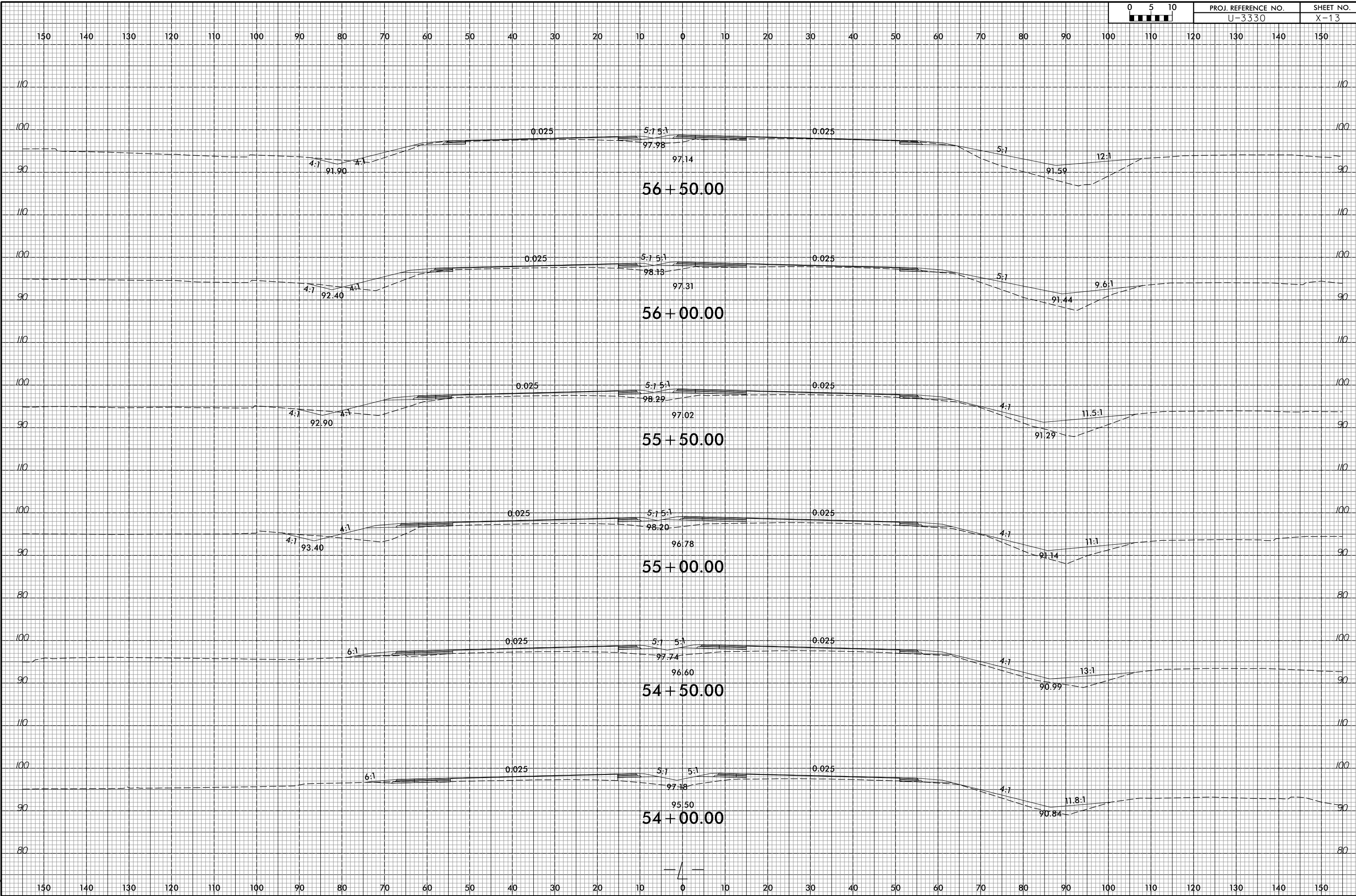
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PROJ. REFERENCE NO.
U-3330

SHEET NO.
X-13



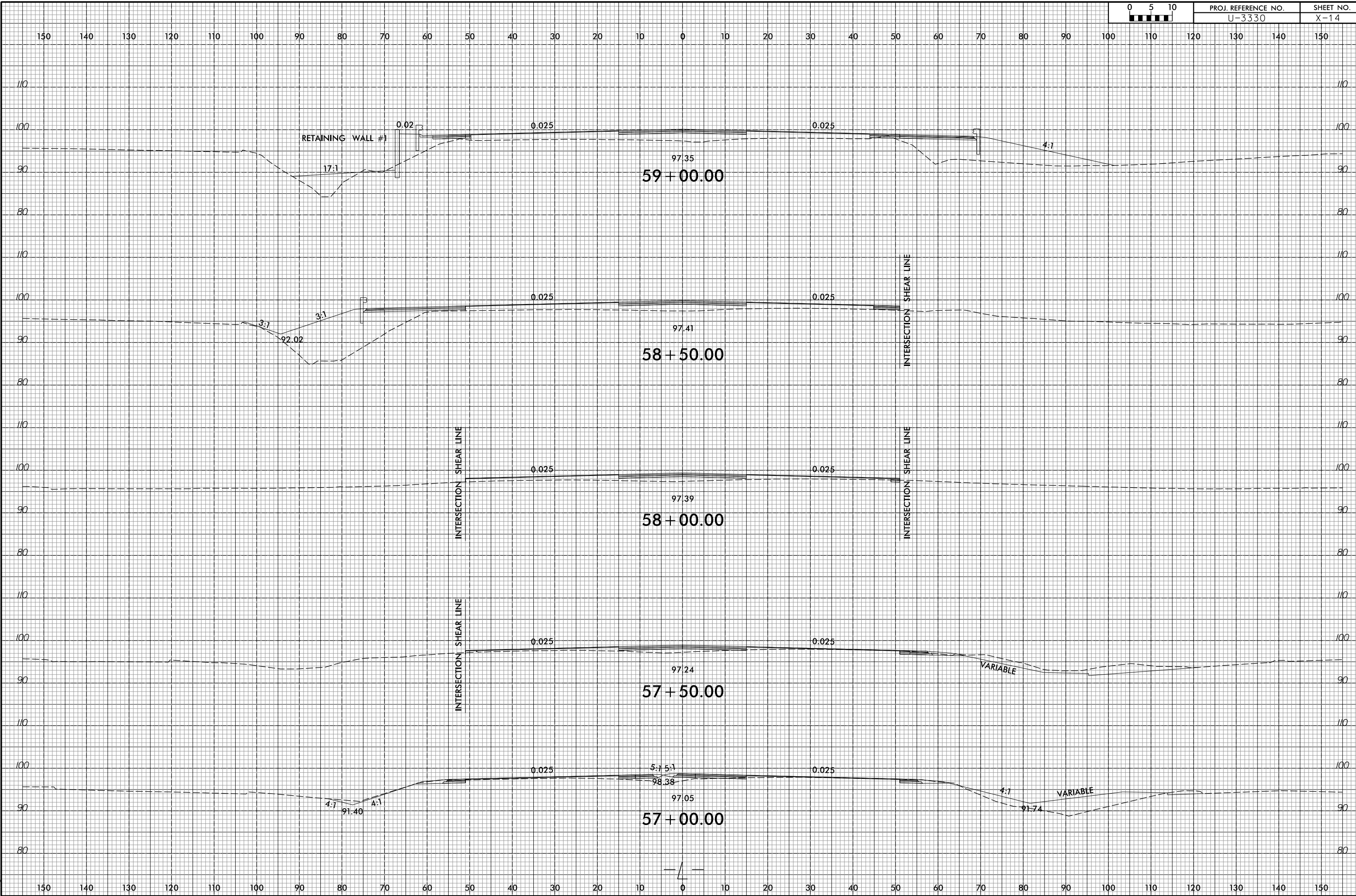
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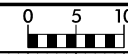
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SHEET NO.
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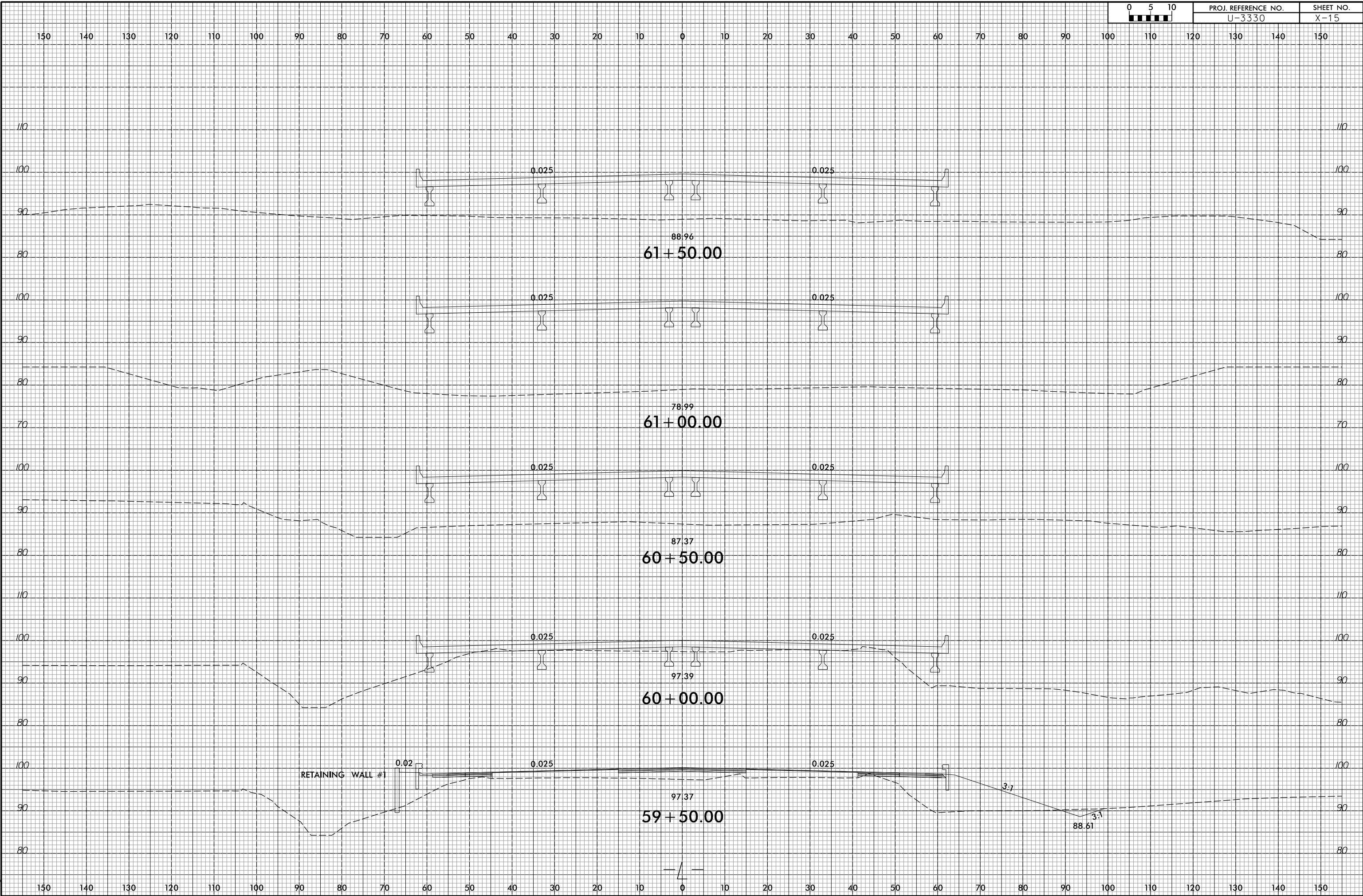


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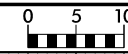


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U-3330	X-15

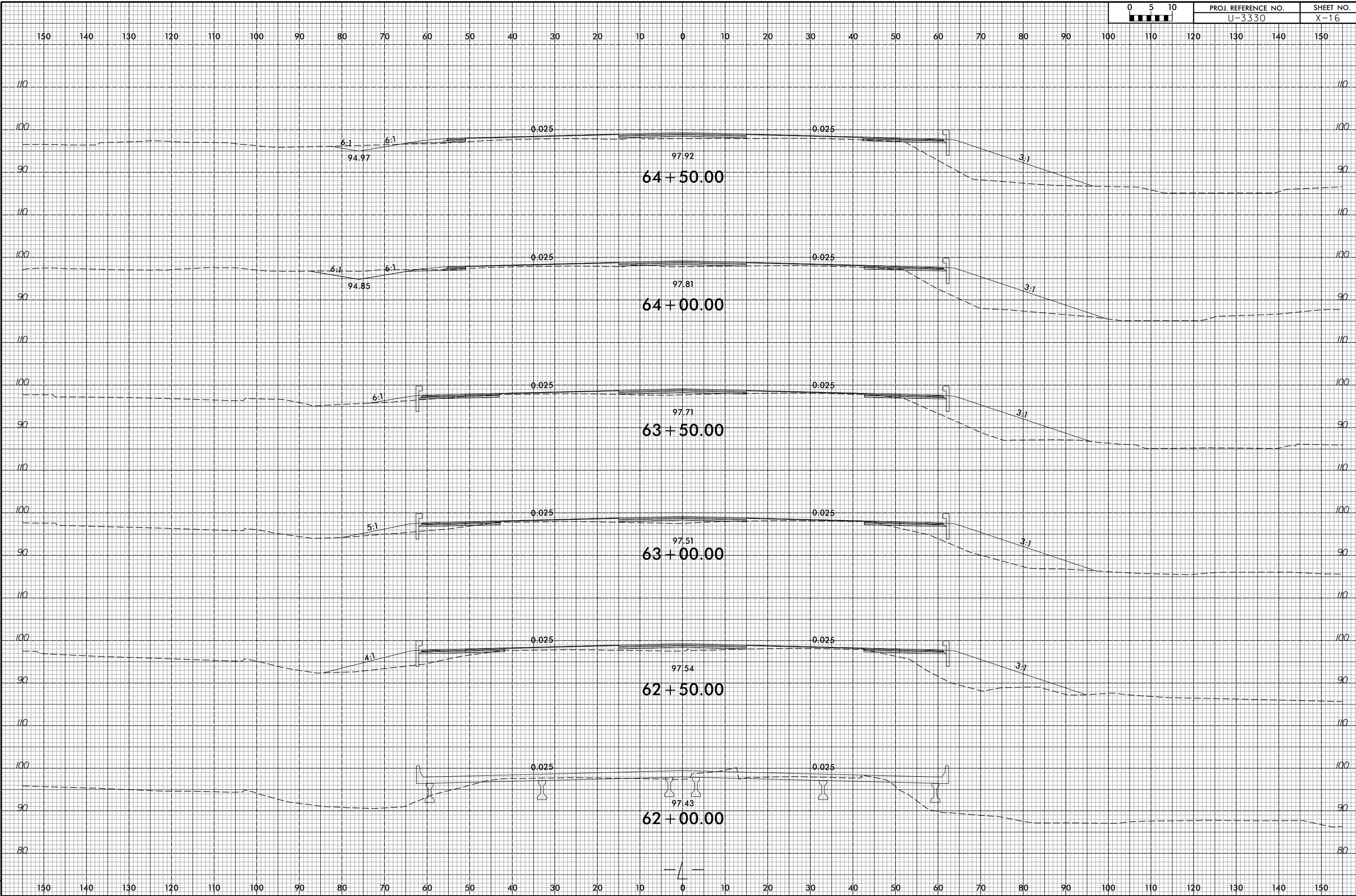


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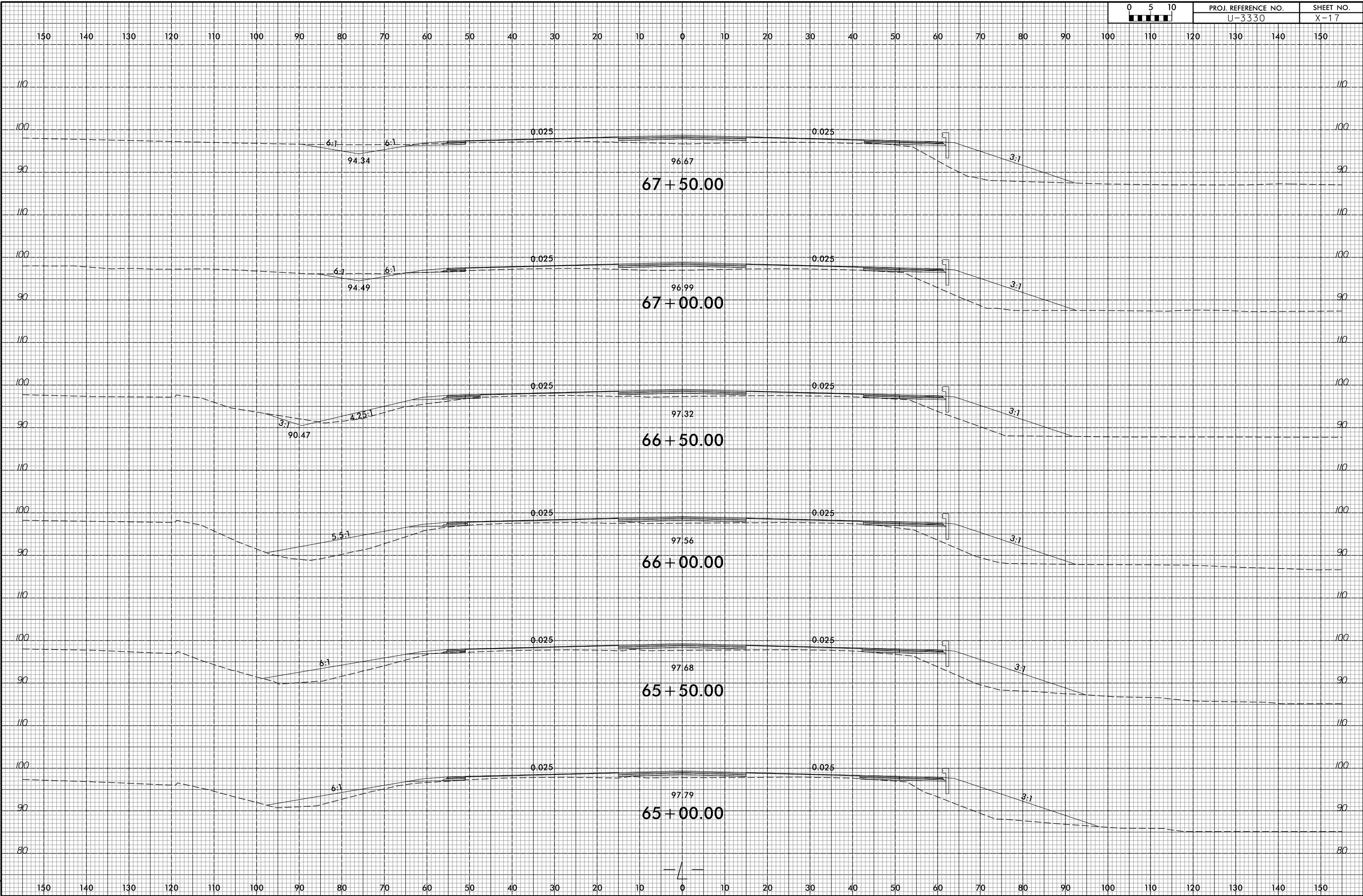
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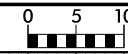
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U-3330	X-16



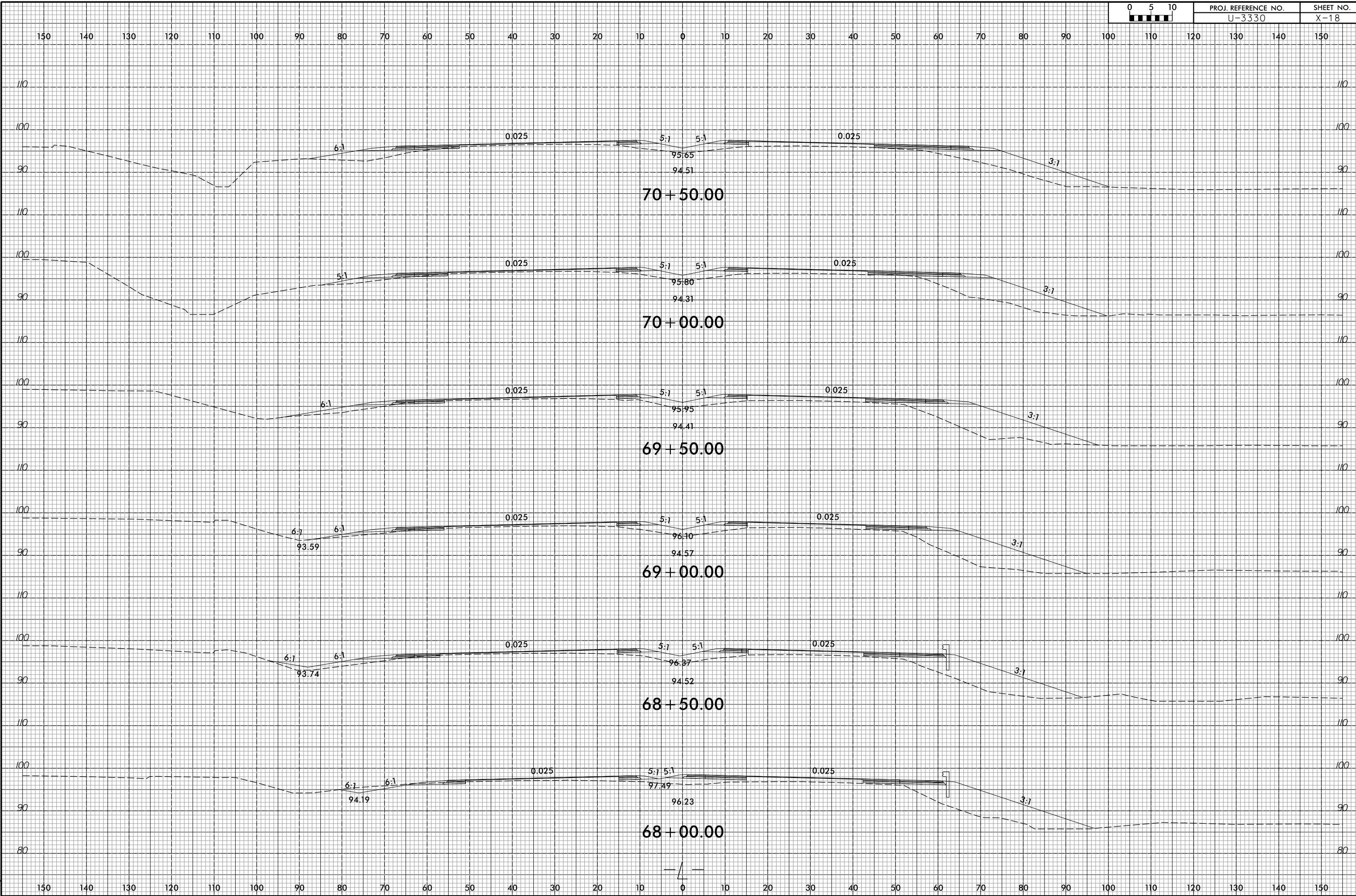
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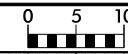


PROJ. REFERENCE NO.	SHEET NO.
U-3330	X-18



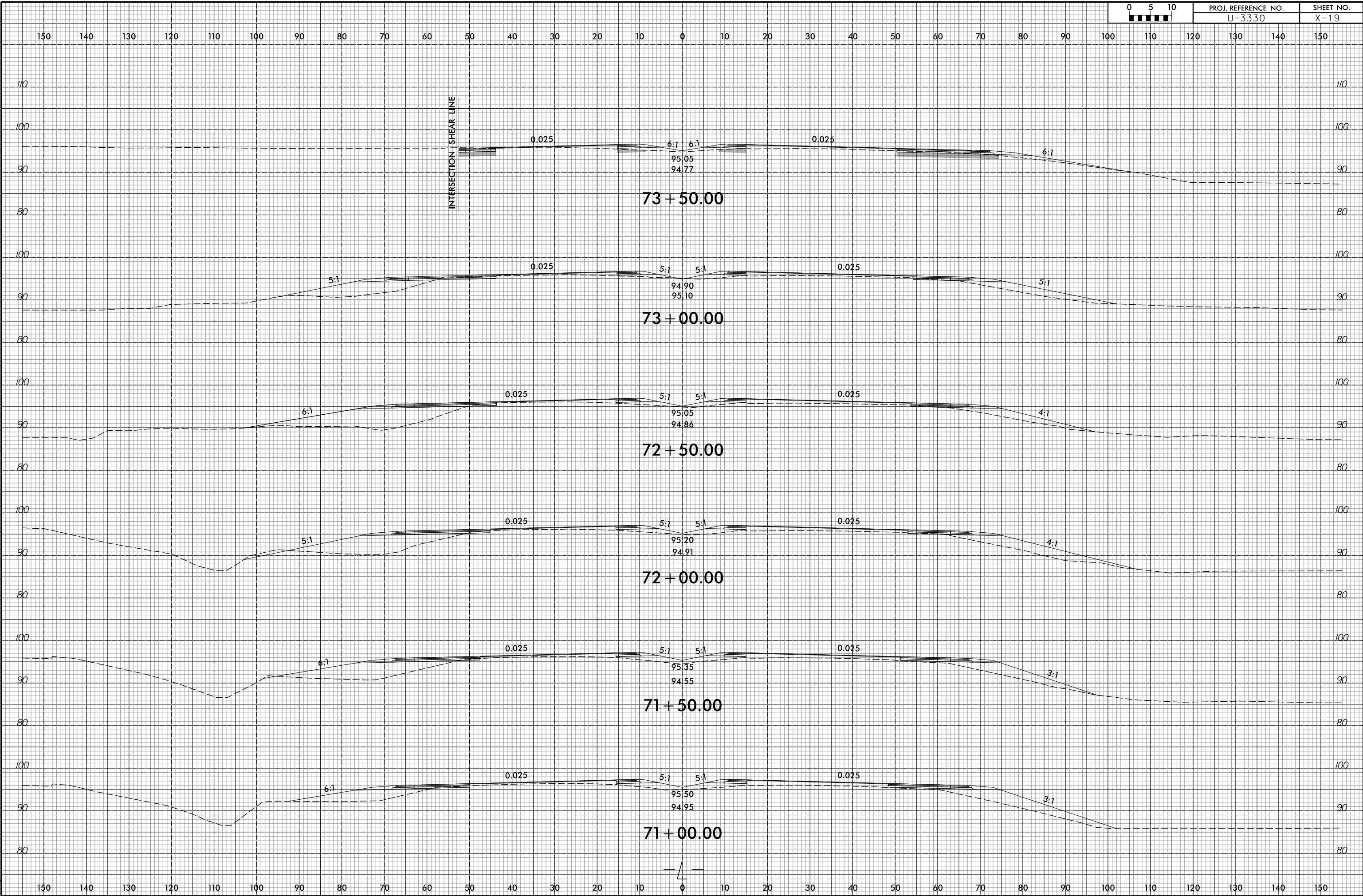
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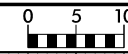
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U-3330

SHEET NO.
X-19

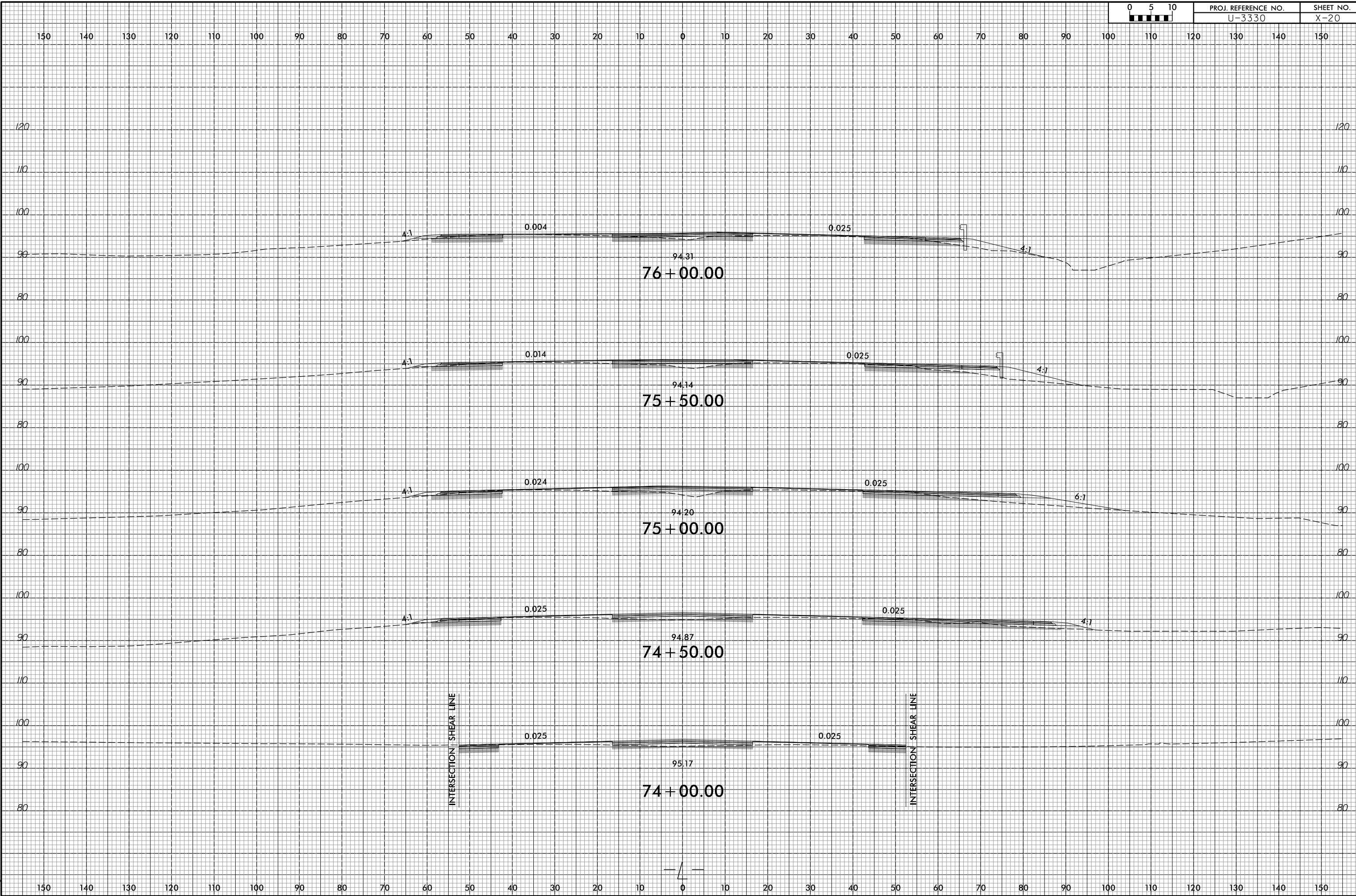


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PROJ. REFERENCE NO.	SHEET NO.
U-3330	X-20



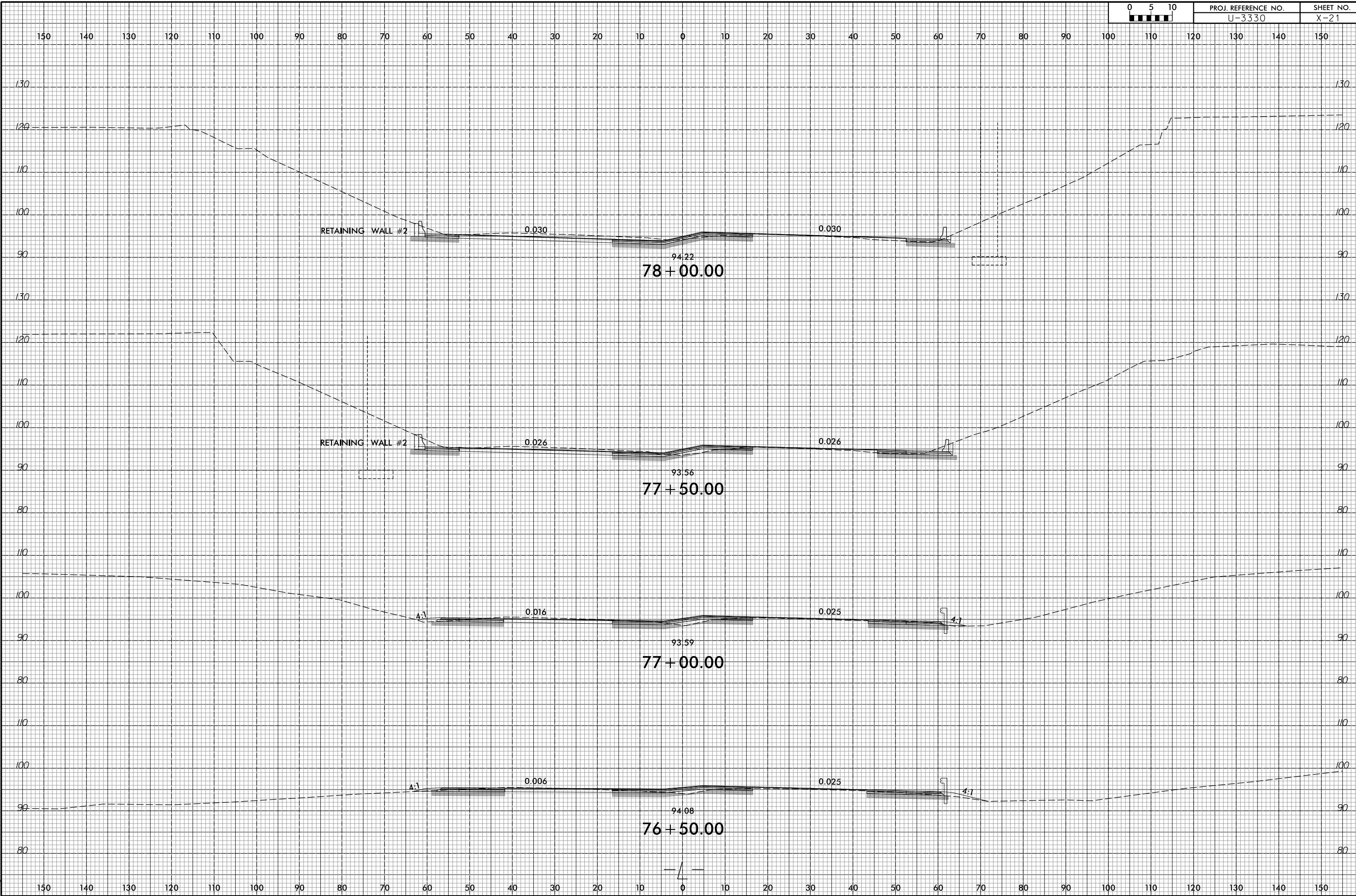
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PROJ. REFERENCE NO.
U-3330

SHEET NO.
X-21



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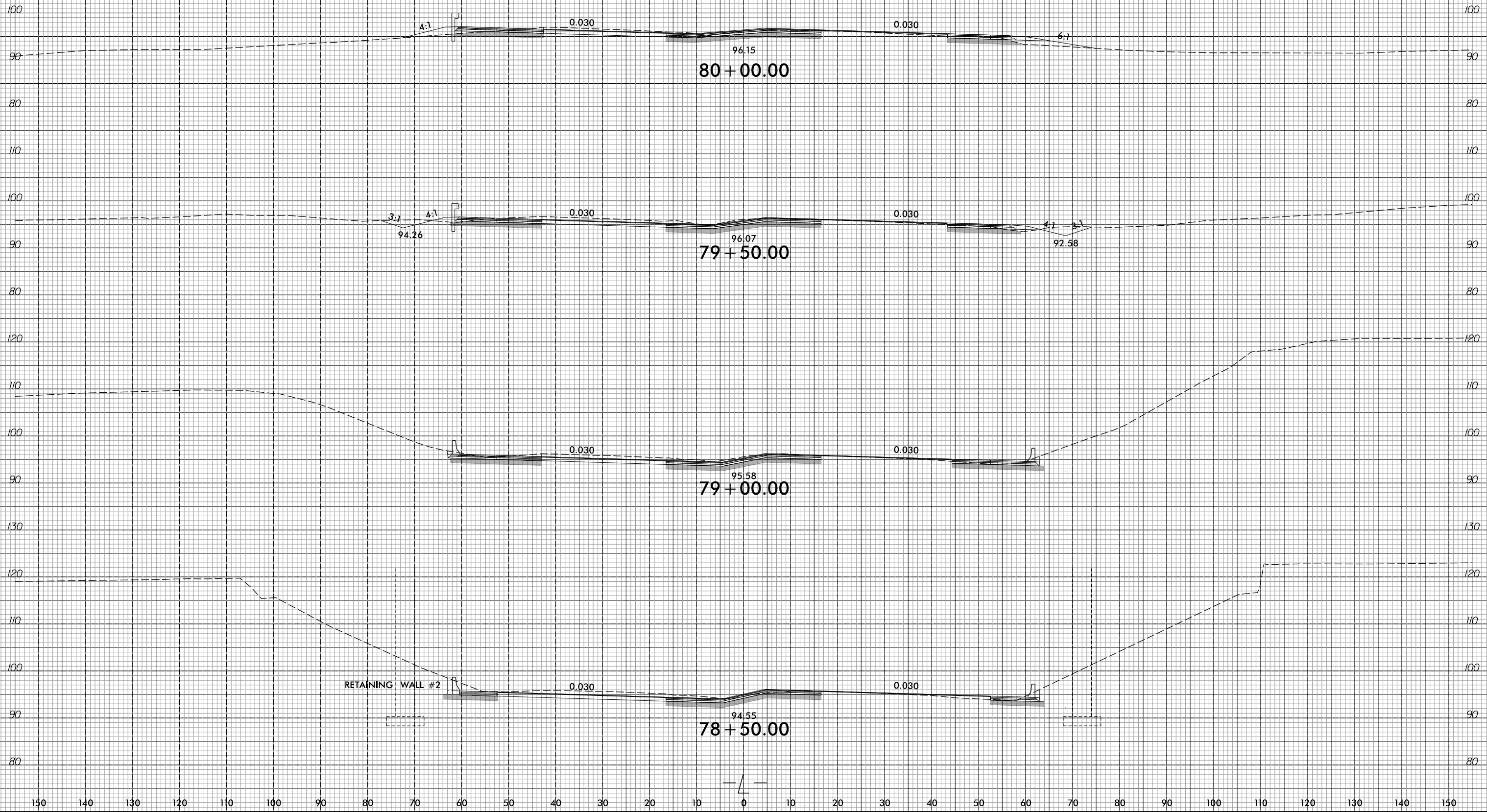
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PROJ. REFERENCE NO.
U-3330

SHEET NO.
X-22

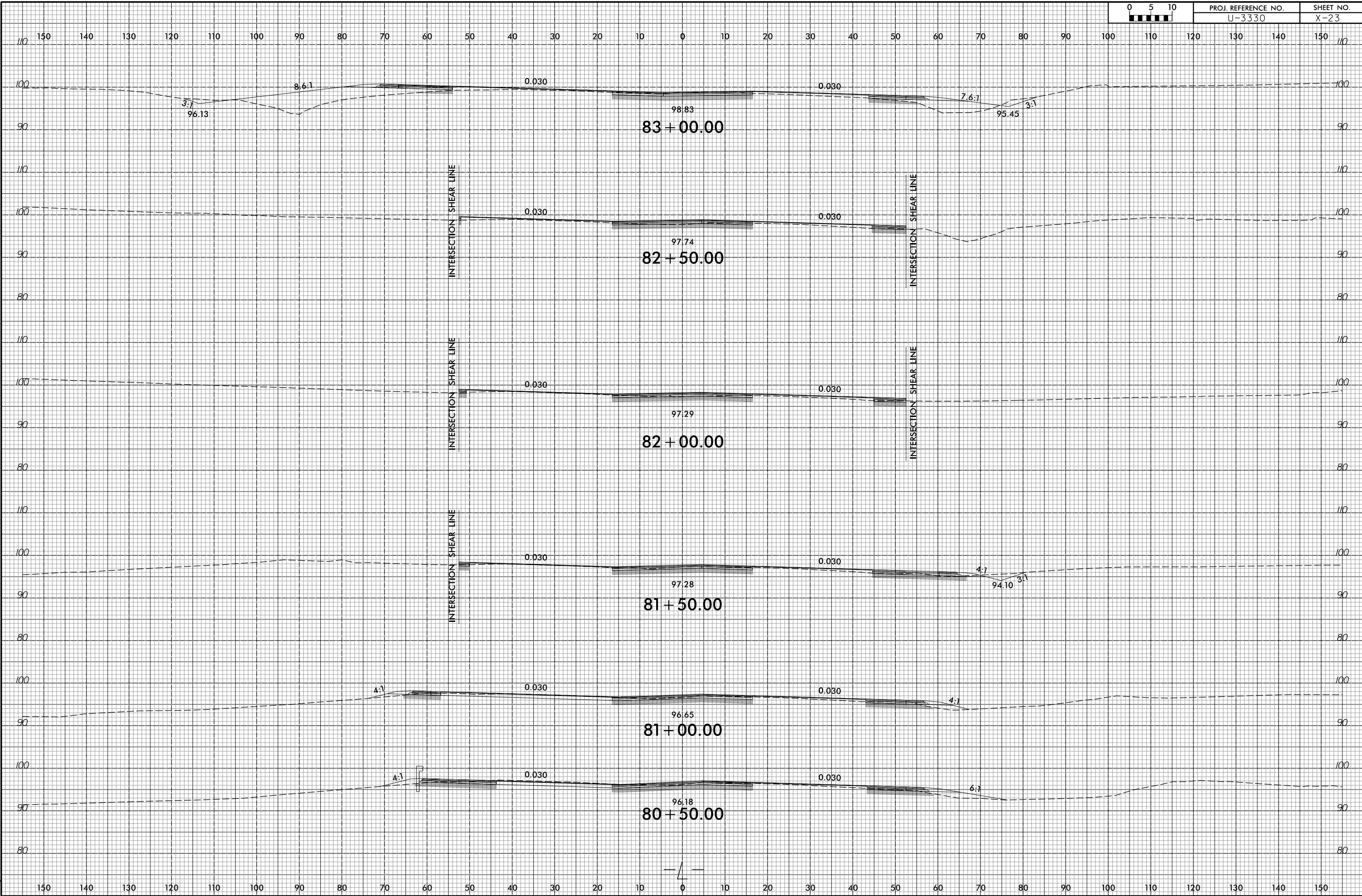
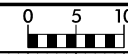
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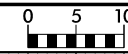
RETAINING WALL #2

4/5/2017
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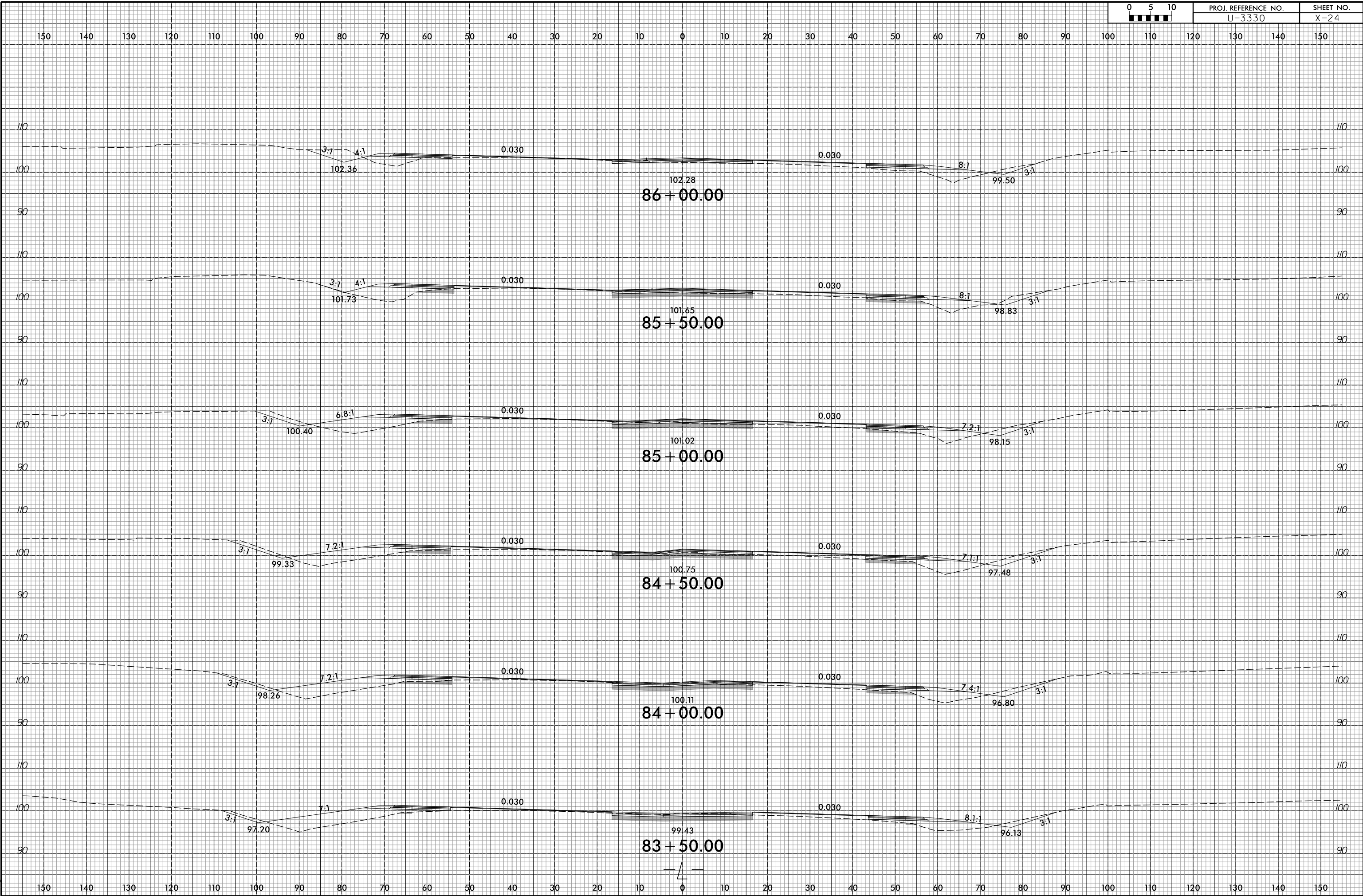
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8/23/99



PROJ. REFERENCE NO.	SHEET NO.
U-3330	X-24



4/5/2017
E:\Roadway\CorridorModeling\U3330_RDY_XPL_L.dgn
kels

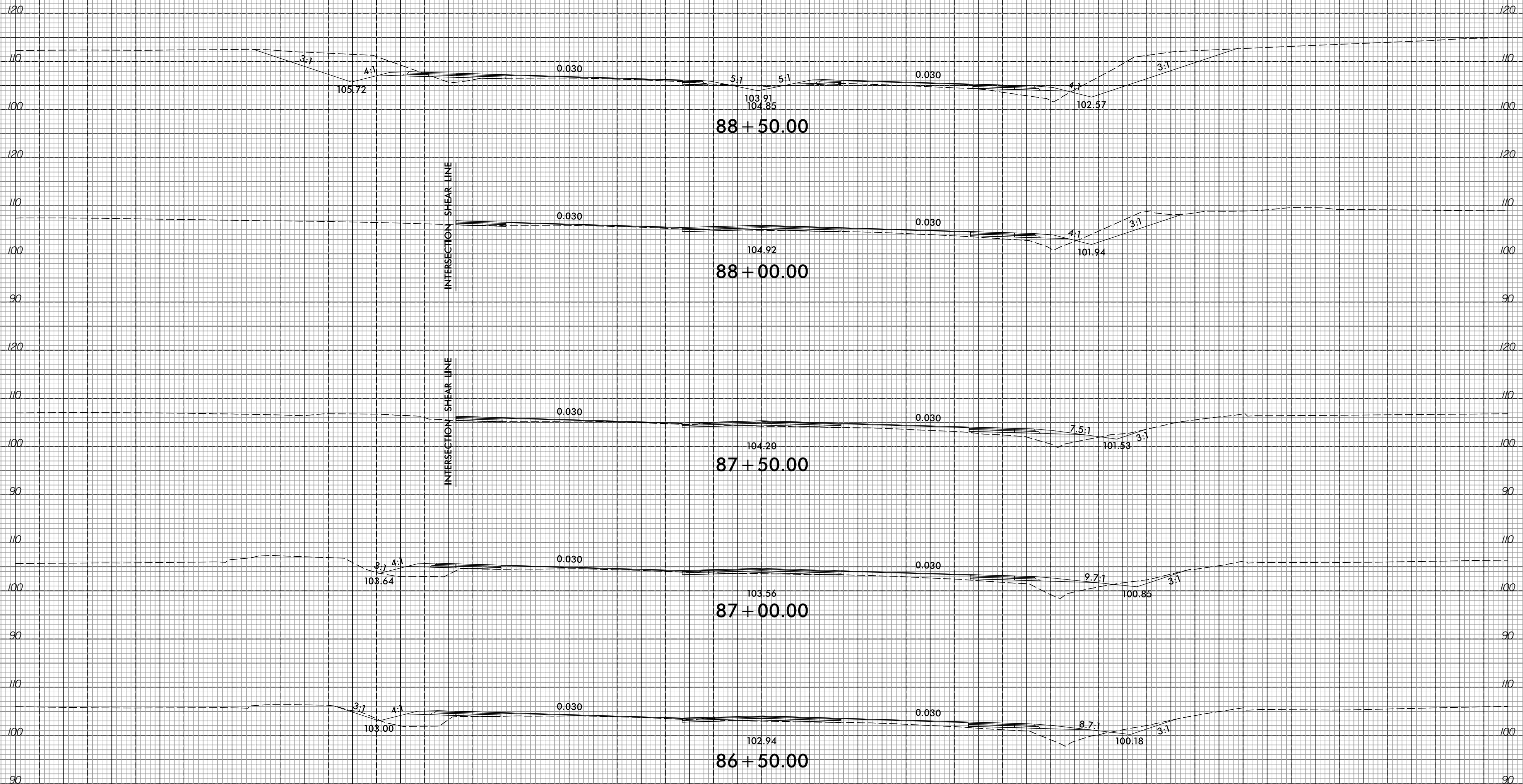
8/23/99



PROJ. REFERENCE NO.
U-3330

SHEET NO.
X-25

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



INTERSECTION SHEAR LINE

INTERSECTION SHEAR LINE

88 + 50.00

88 + 00.00

87 + 50.00

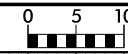
87 + 00.00

86 + 50.00

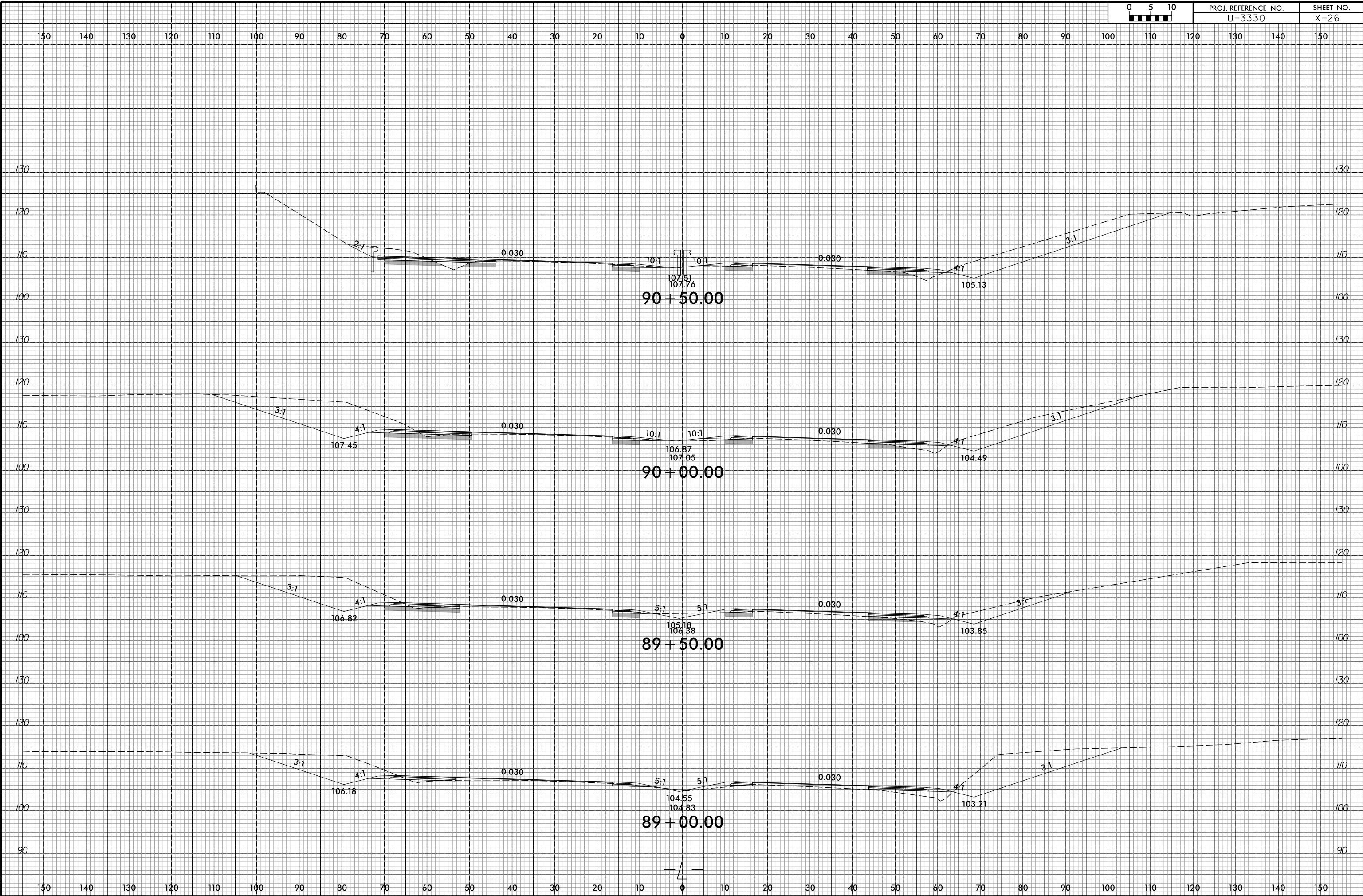
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kels

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

8/23/99



PROJ. REFERENCE NO.	SHEET NO.
U-3330	X-26



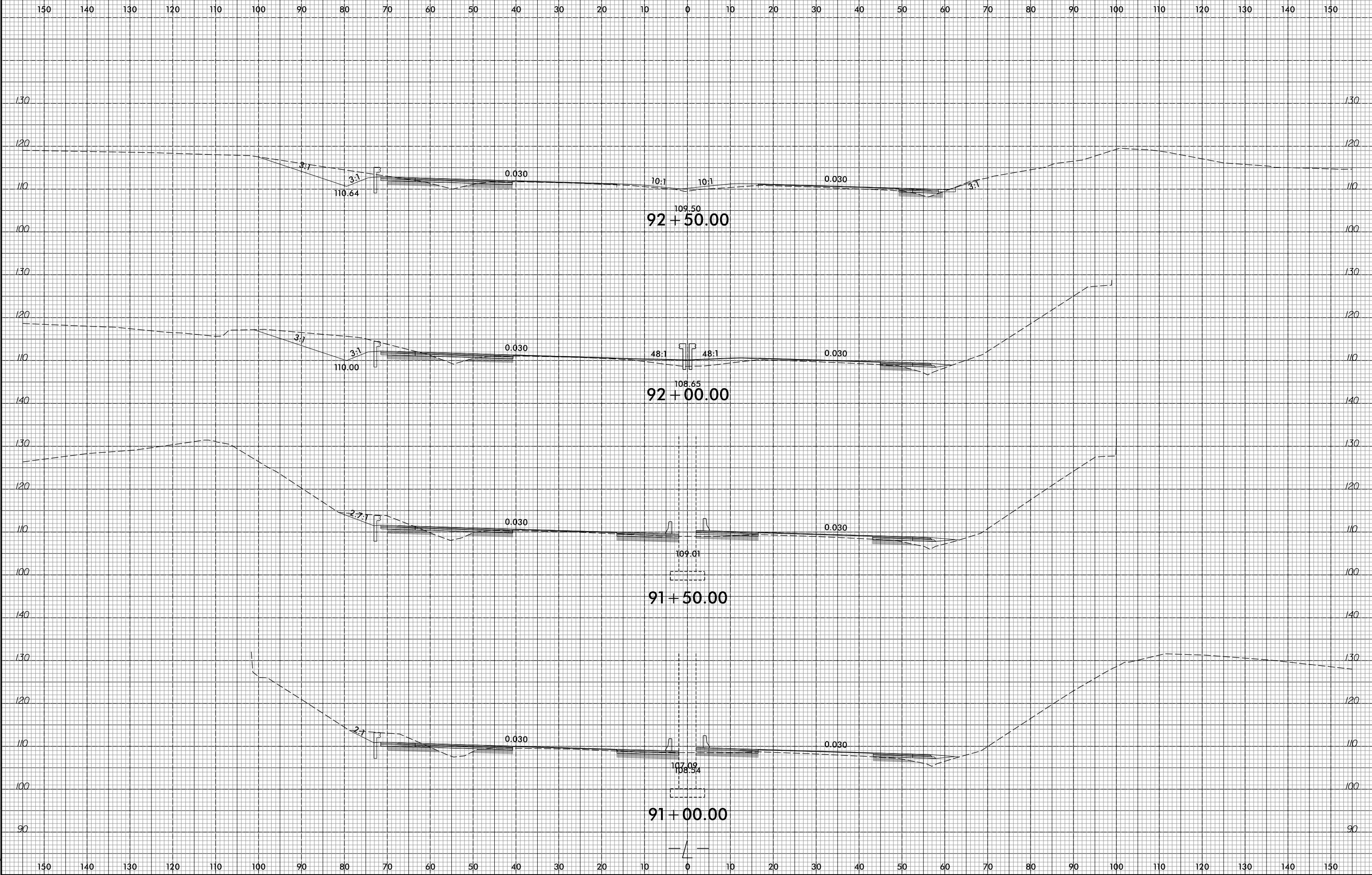
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8/23/99



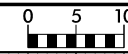
PROJ. REFERENCE NO.
U-3330

SHEET NO.
X-27

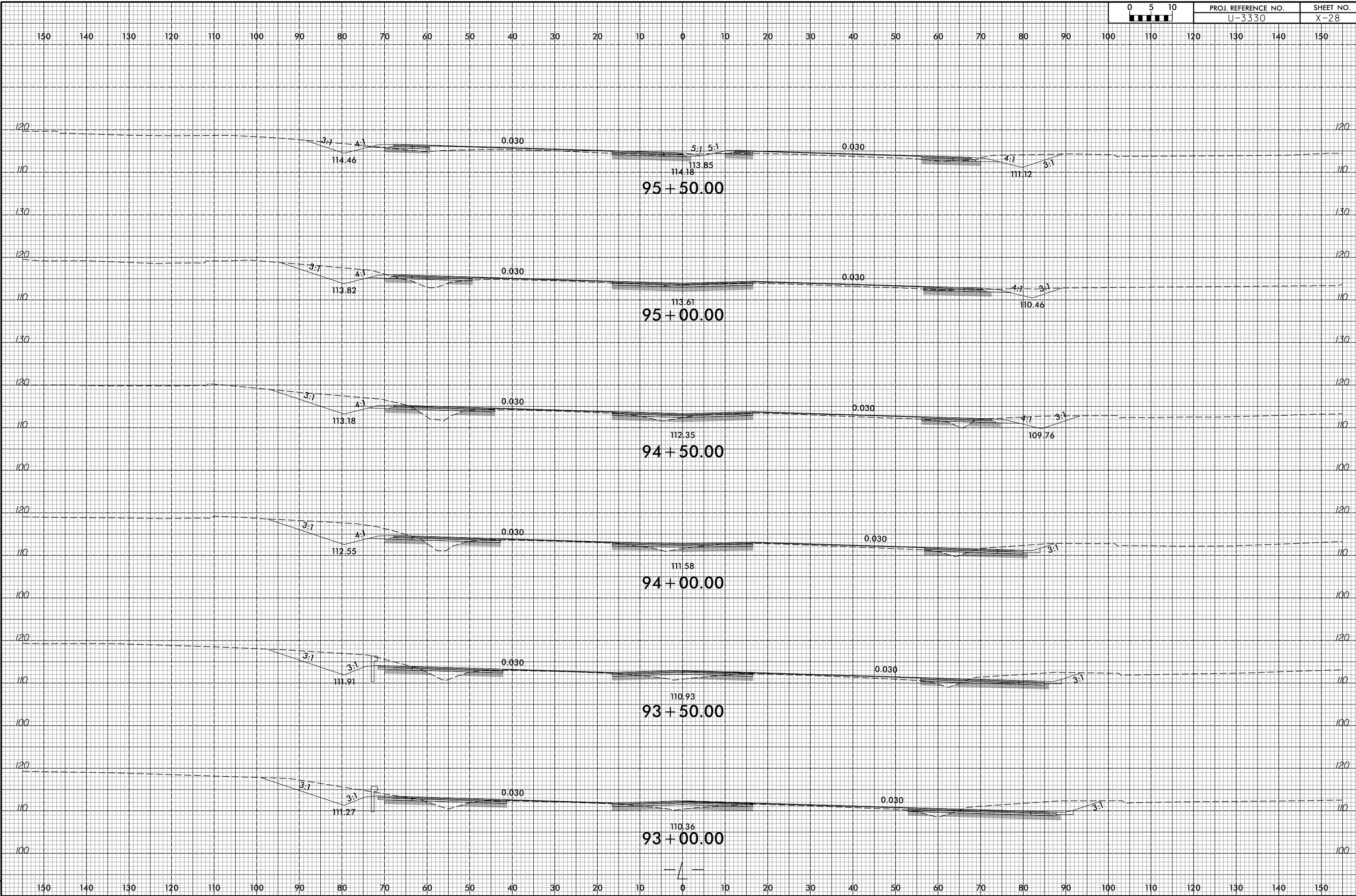


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kels

8/23/99

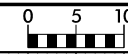


PROJ. REFERENCE NO.	SHEET NO.
U-3330	X-28

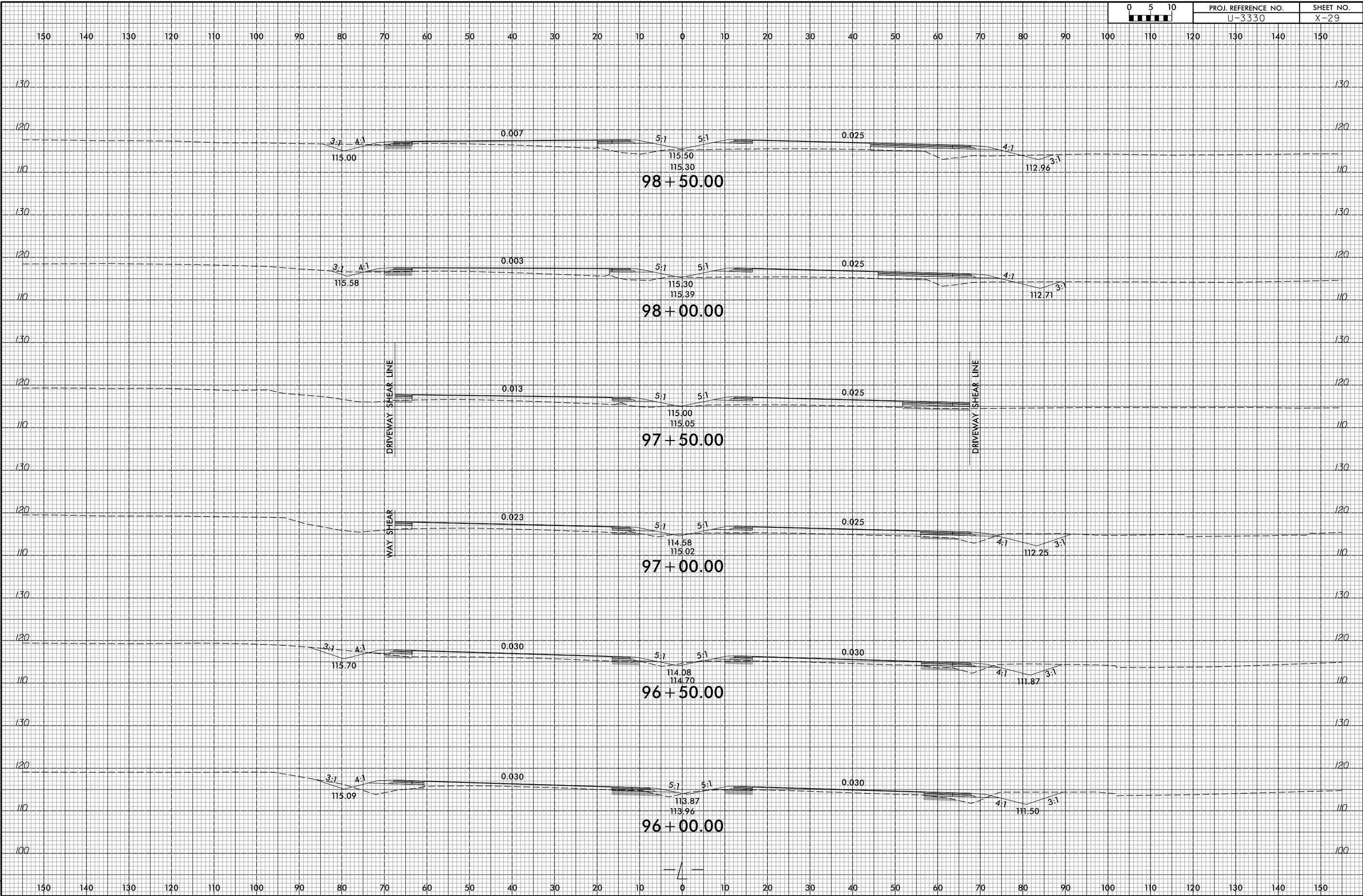


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kels

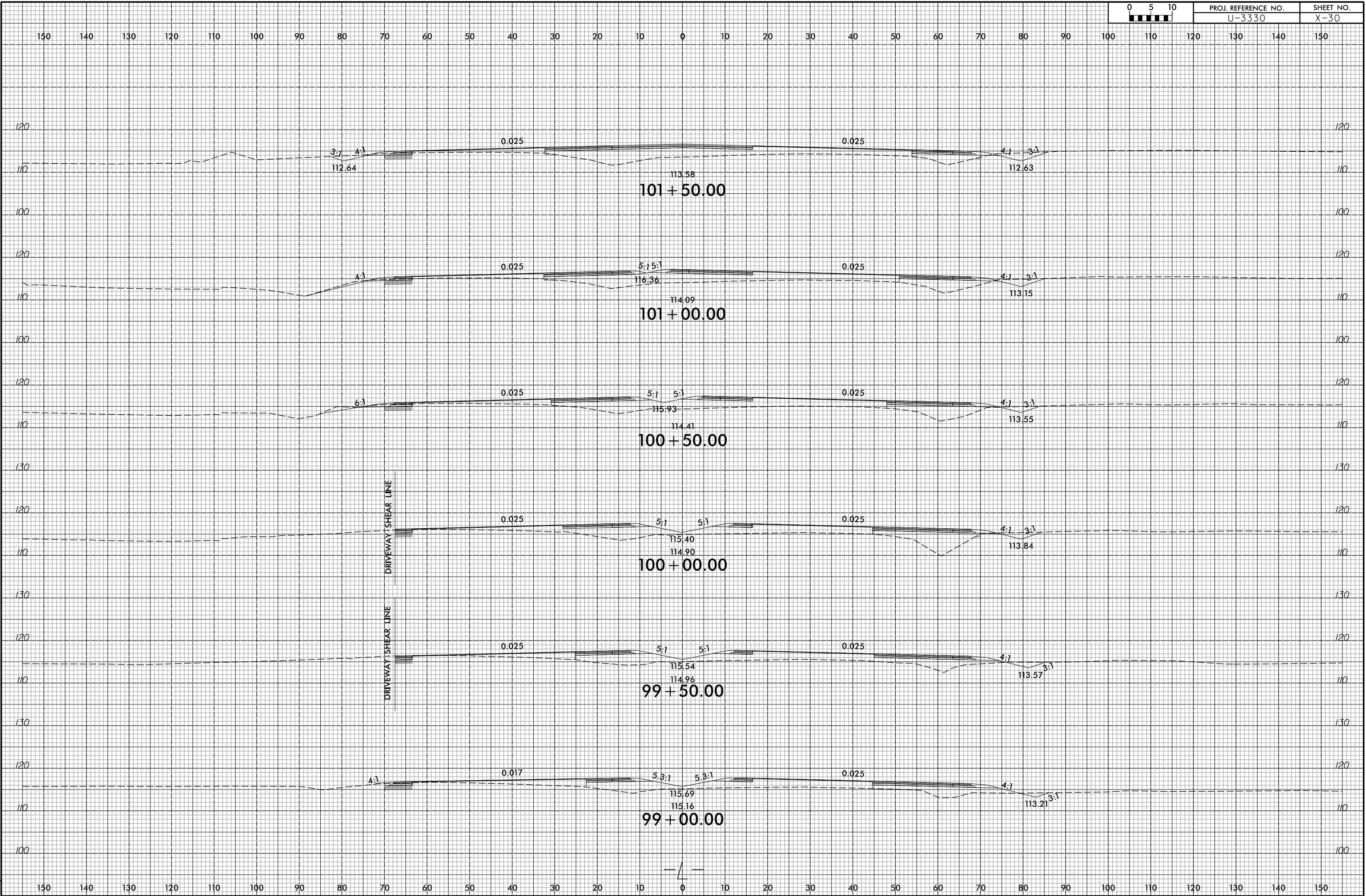
8/23/99

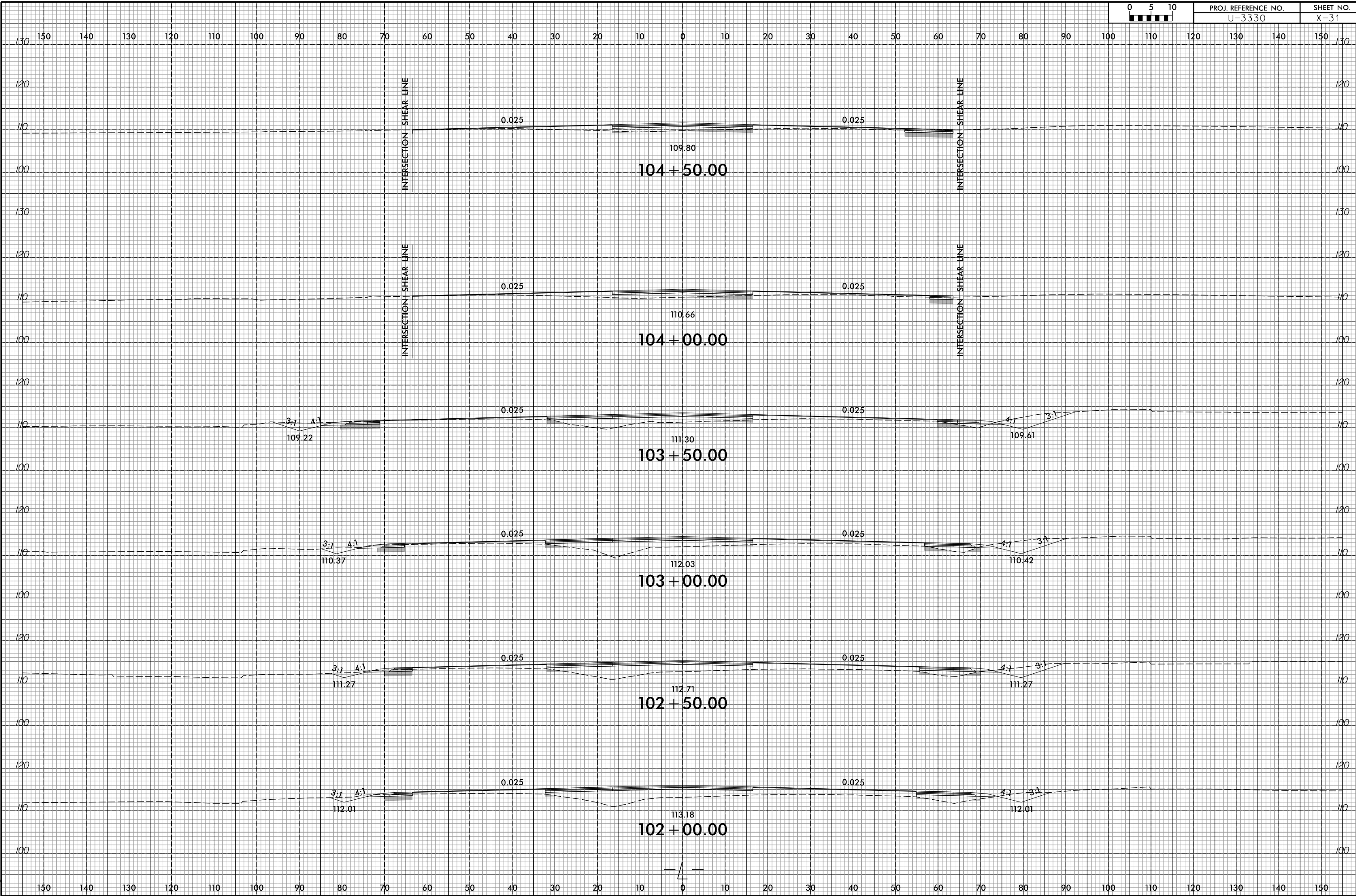


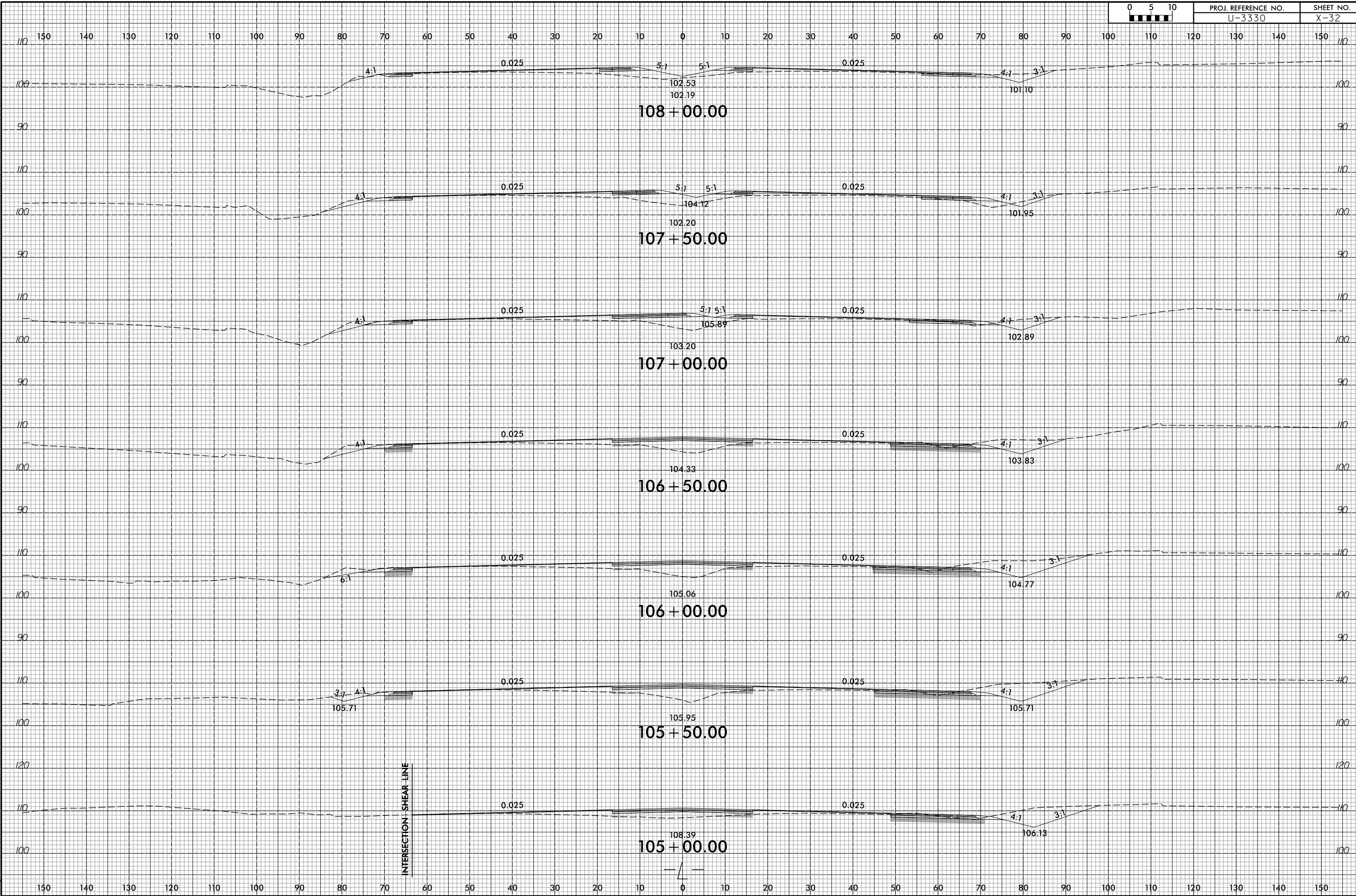
PROJ. REFERENCE NO.	SHEET NO.
U-3330	X-29



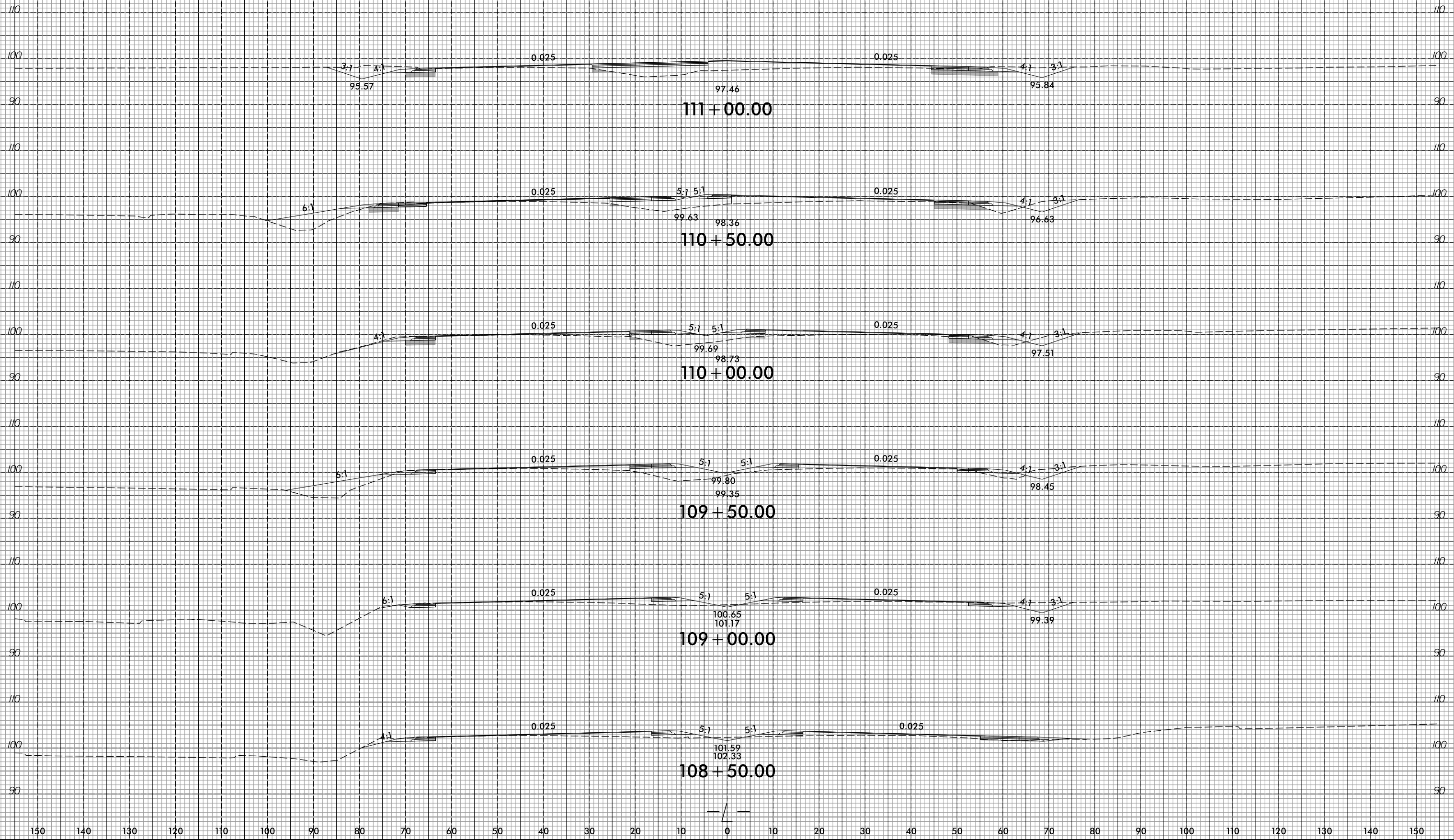
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kels



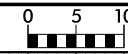




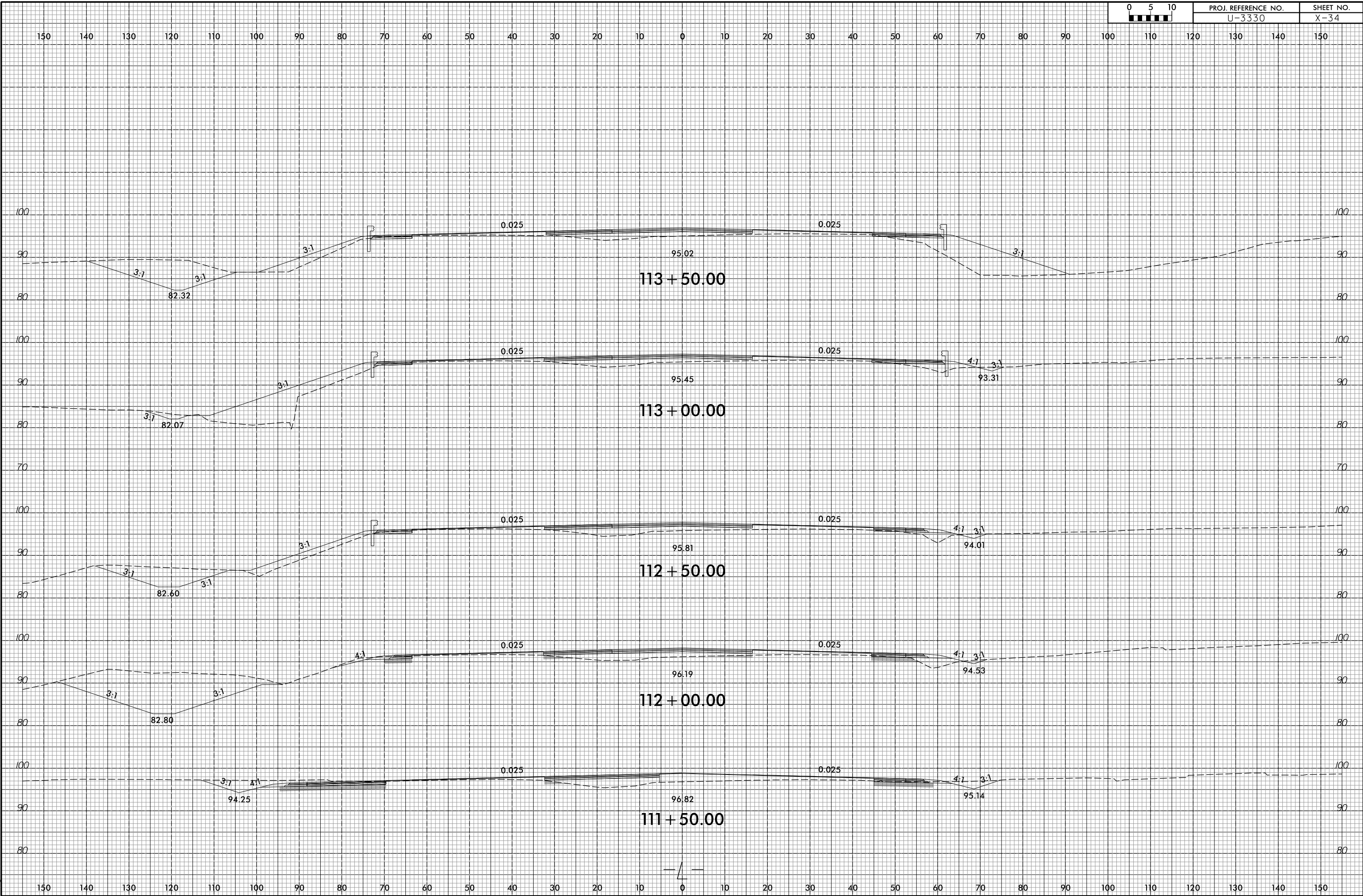
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8/23/99

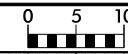


PROJ. REFERENCE NO.	SHEET NO.
U-3330	X-34

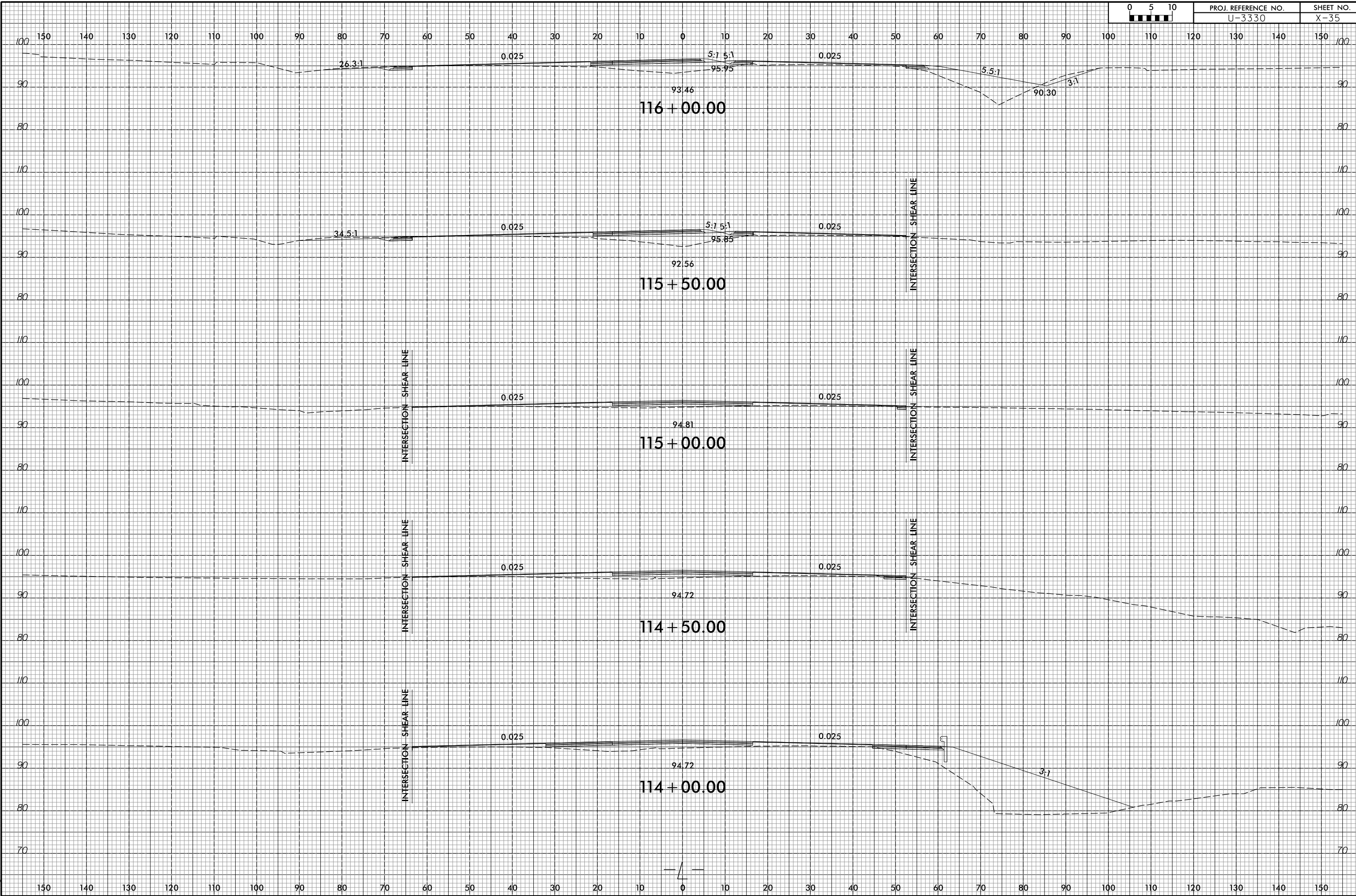


4/5/2017
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8/23/99

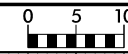


PROJ. REFERENCE NO.	SHEET NO.
U-3330	X-35

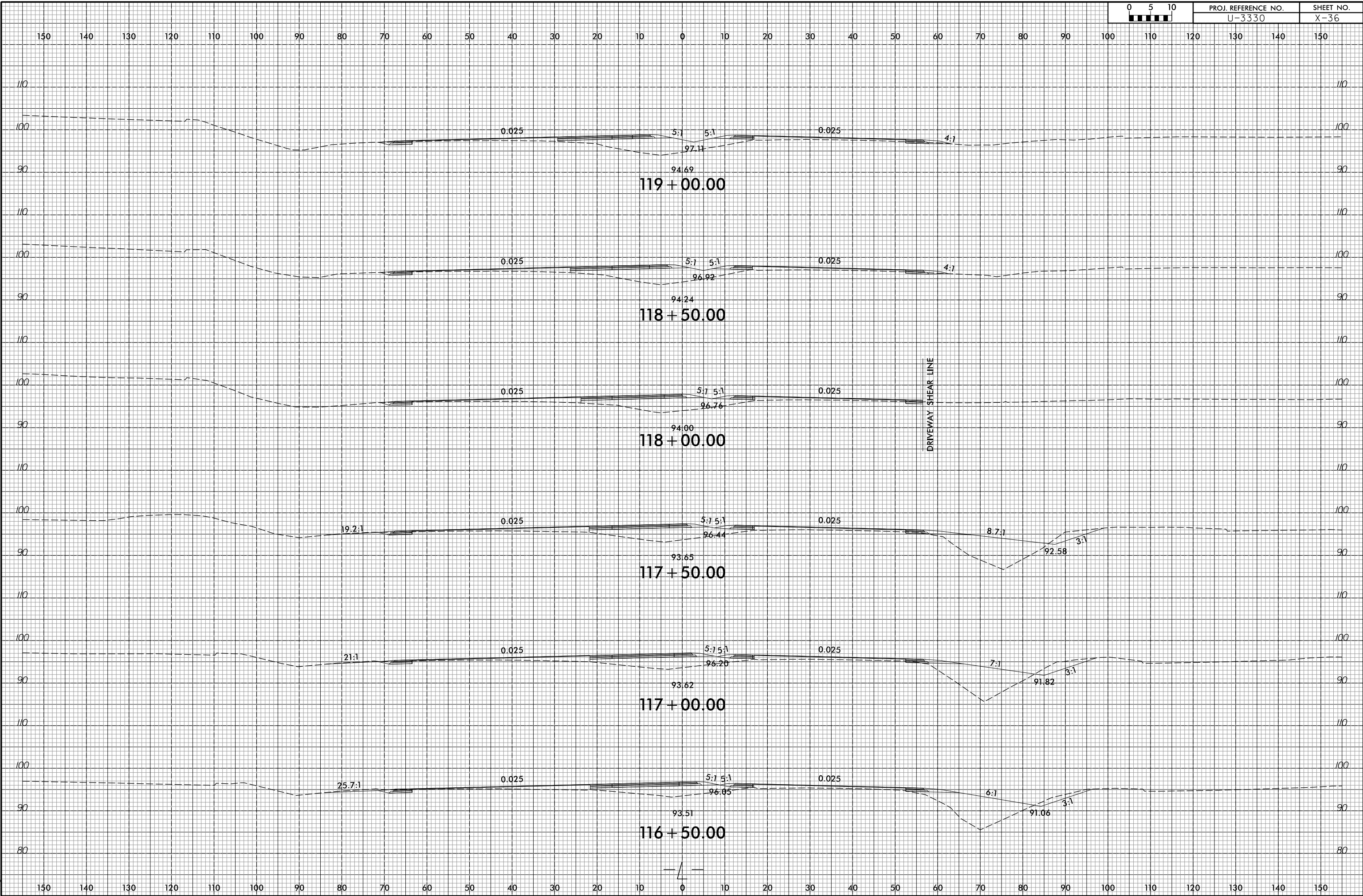


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kels

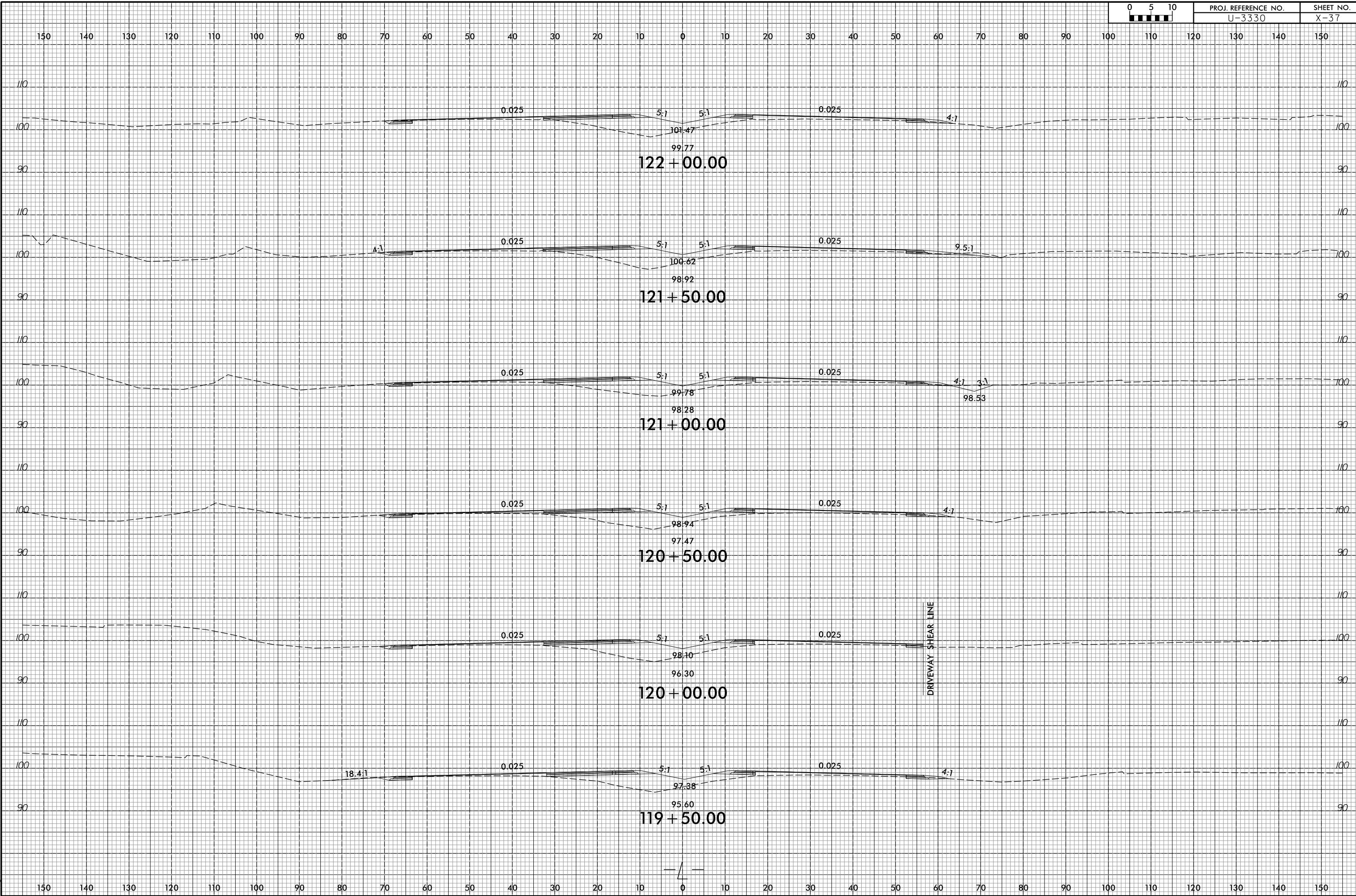
8/23/99



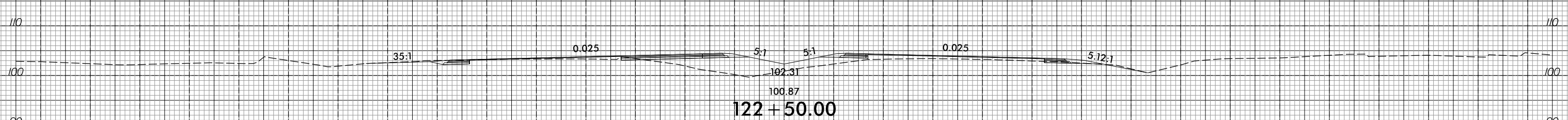
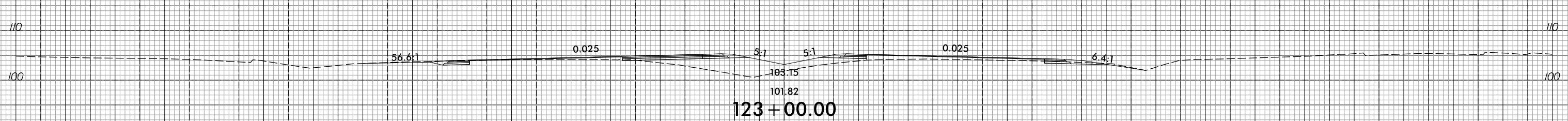
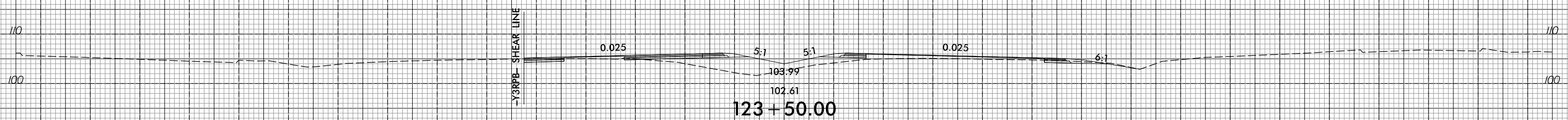
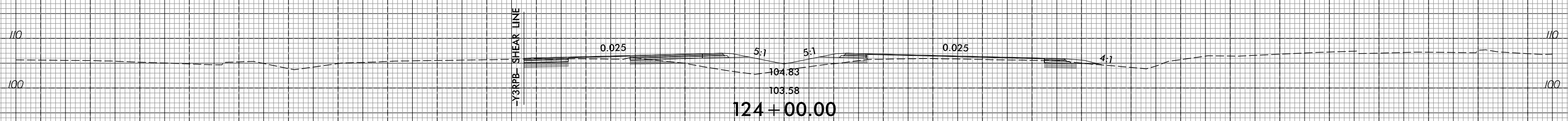
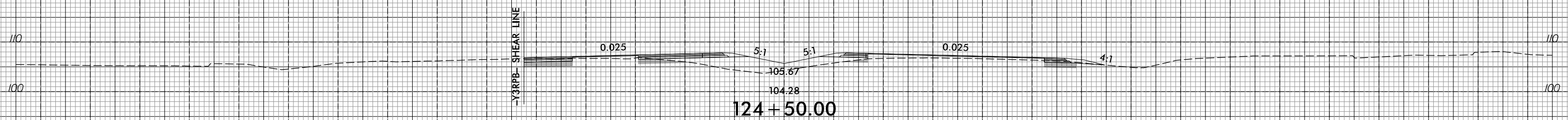
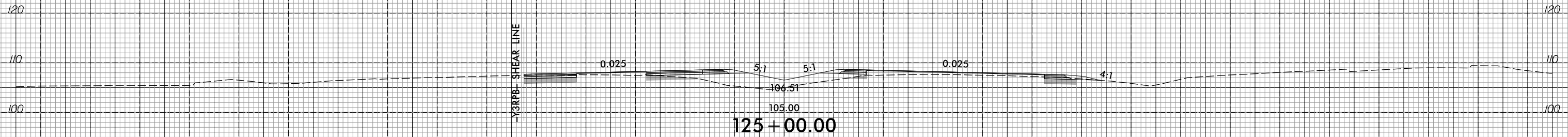
PROJ. REFERENCE NO.	SHEET NO.
U-3330	X-36



4/5/2017
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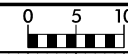


150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

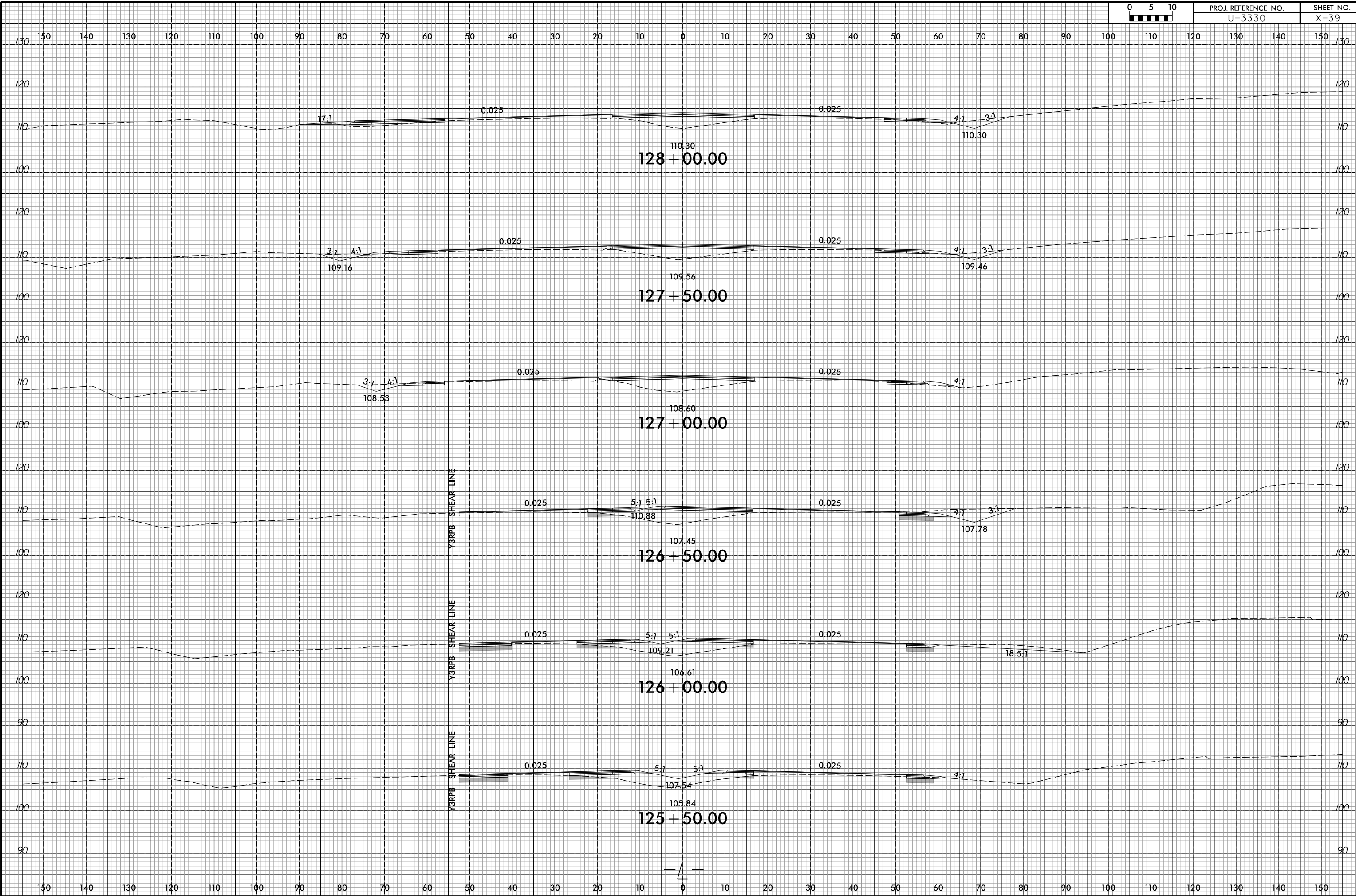


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8/23/99

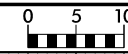


PROJ. REFERENCE NO.	SHEET NO.
U-3330	X-39



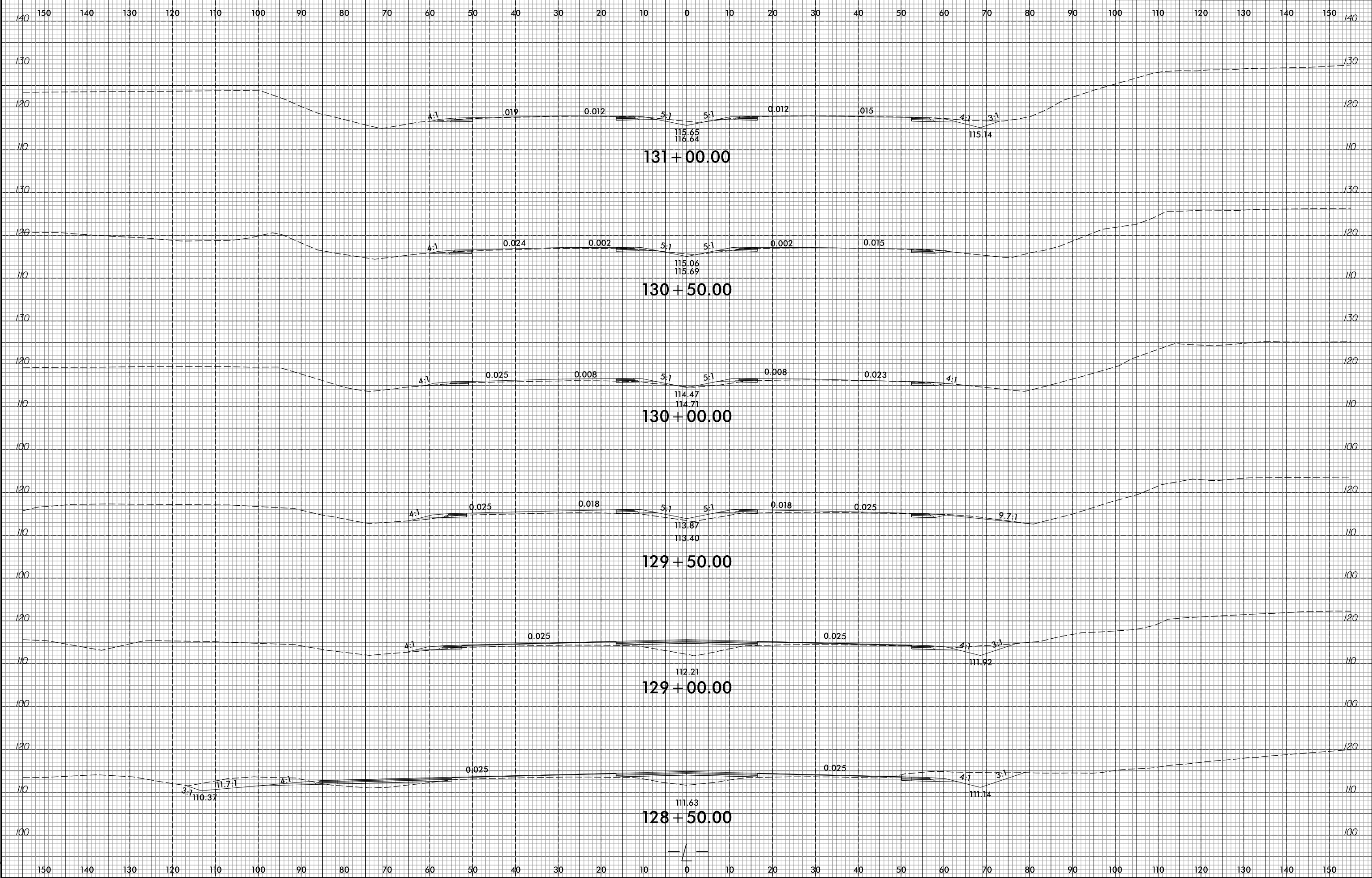
4/5/2017
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8/23/99



PROJ. REFERENCE NO.
U-3330

SHEET NO.
X-40



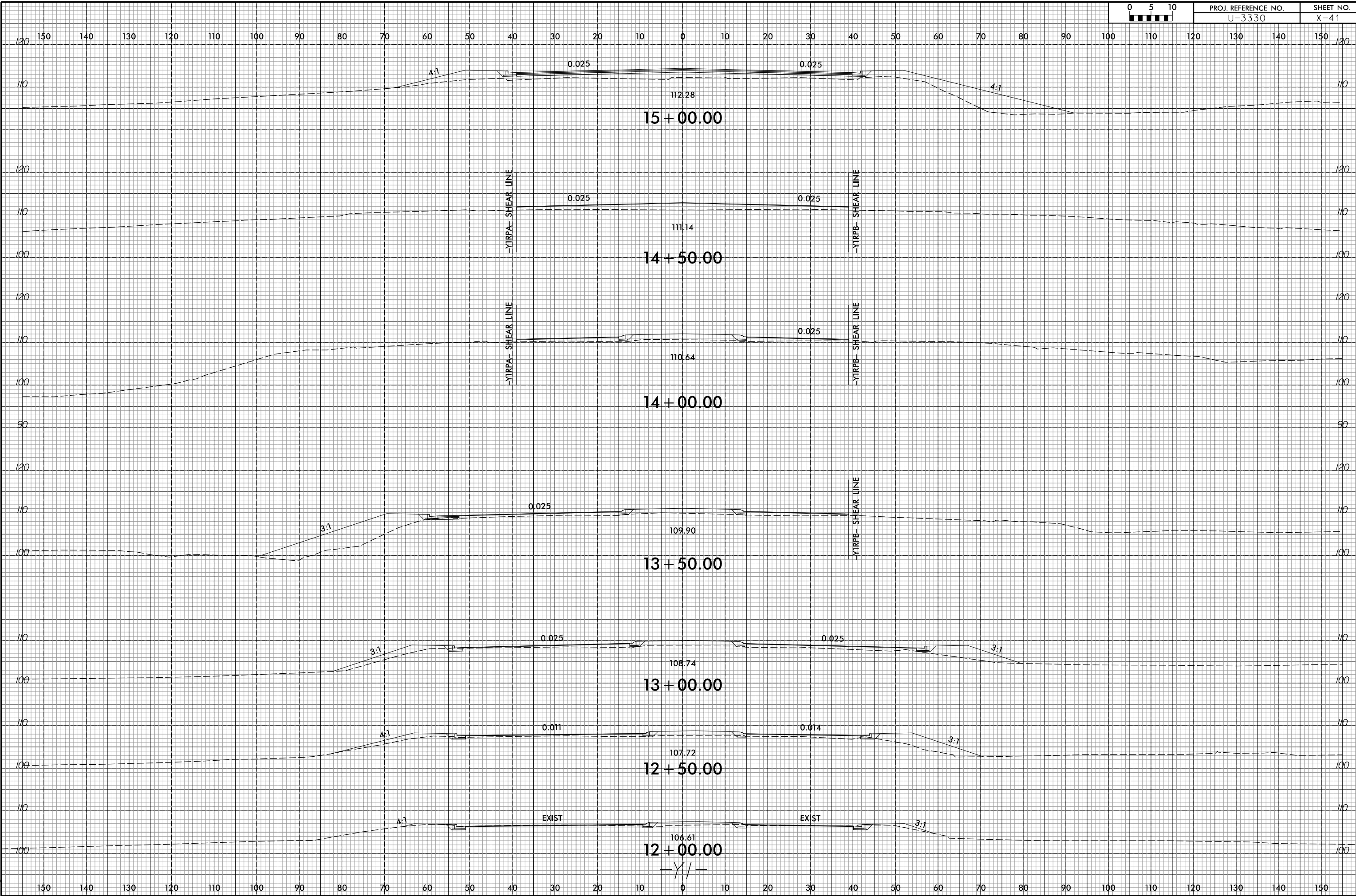
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8/23/99



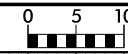
PROJ. REFERENCE NO.
U-3330

SHEET NO.
X-41

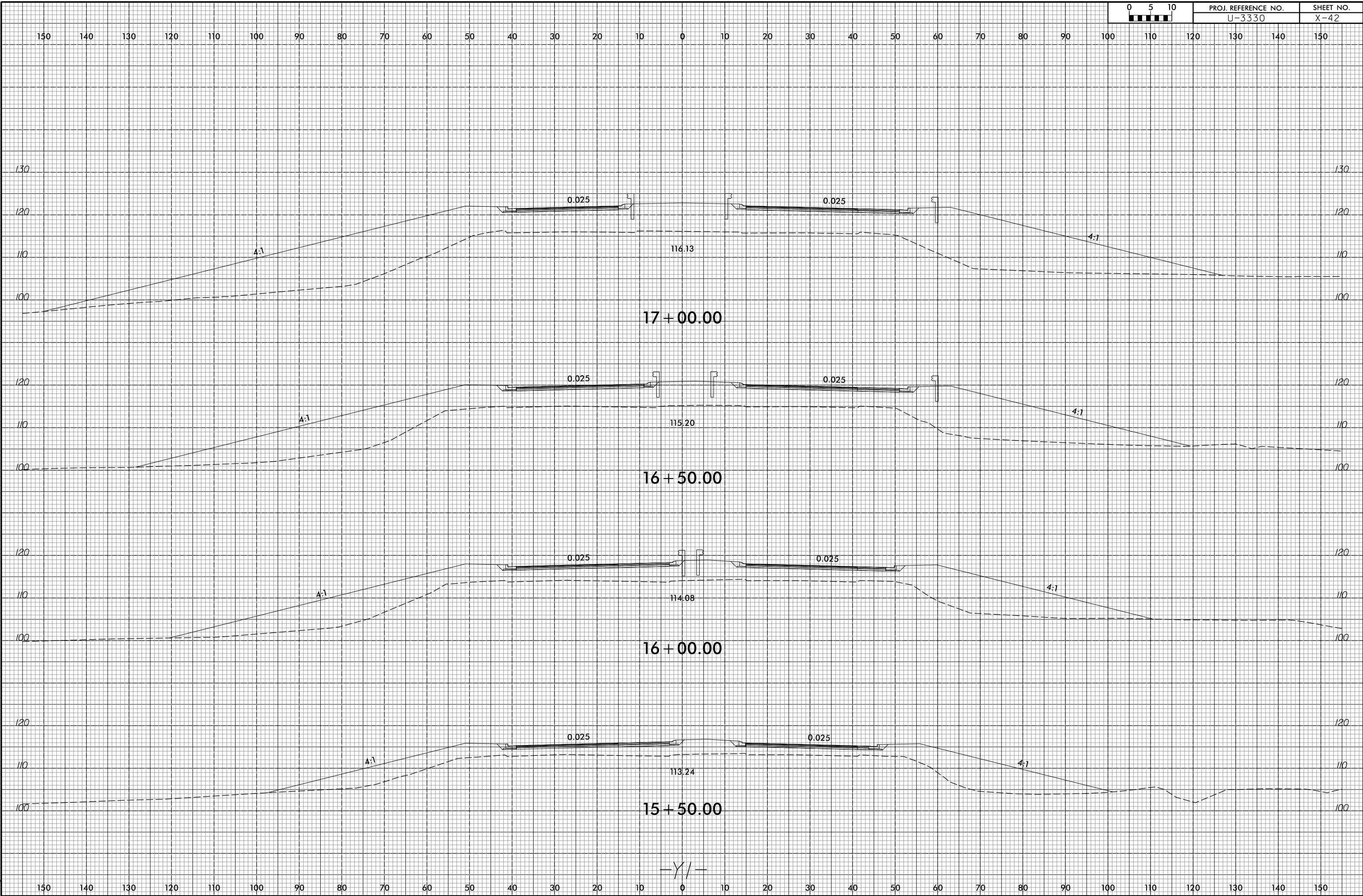


4/5/2017
E:\Roadway\CorridorModeling\U3330_RDY_XPL_V1.dgn
kels

8/23/99

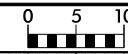


PROJ. REFERENCE NO.	SHEET NO.
U-3330	X-42



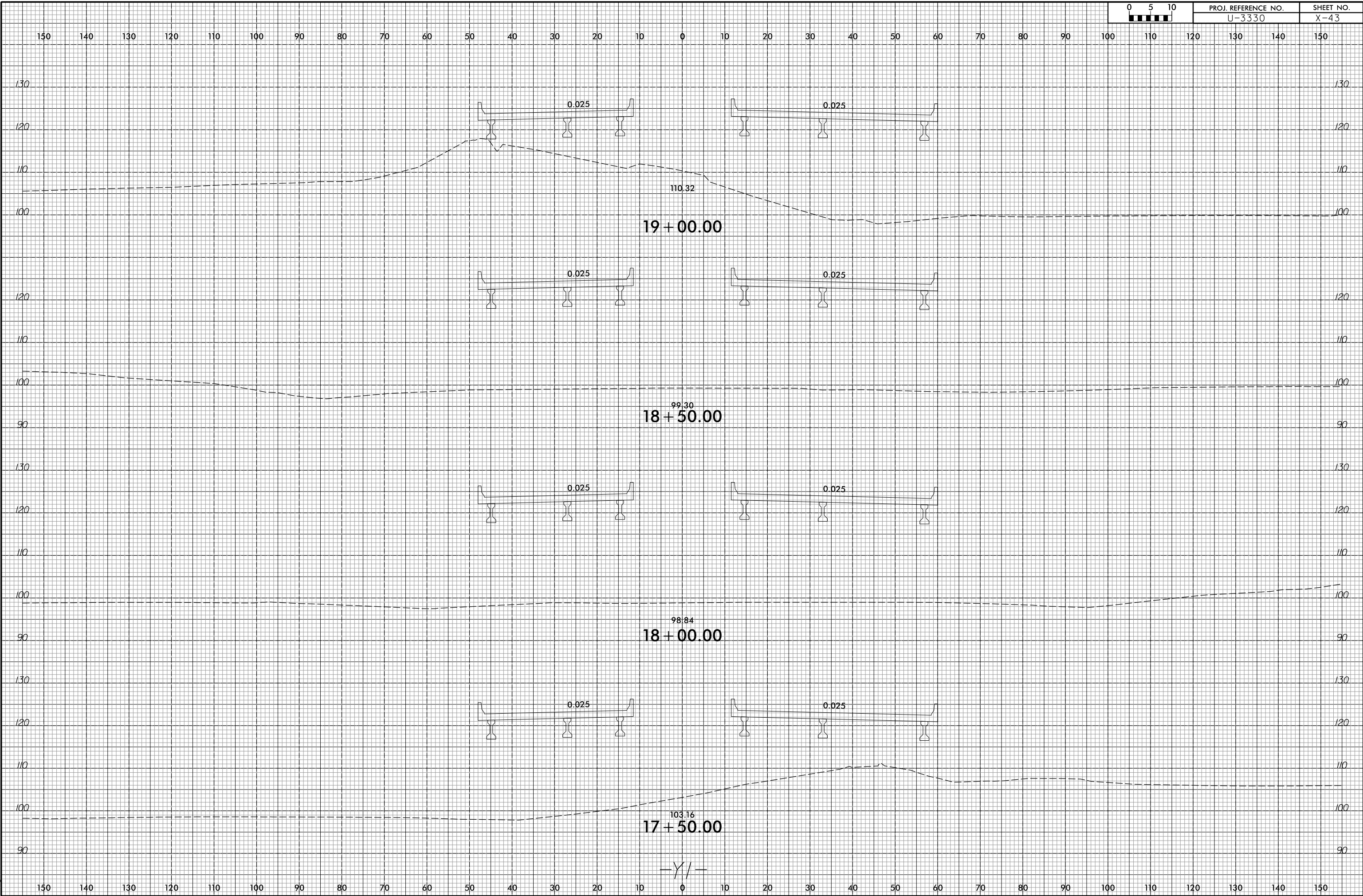
4/5/2017
E:\Roadway\CorridorModeling\U3330_RDY_XPL_V1.dgn
kels

8/23/99



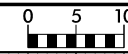
PROJ. REFERENCE NO.
U-3330

SHEET NO.
X-43



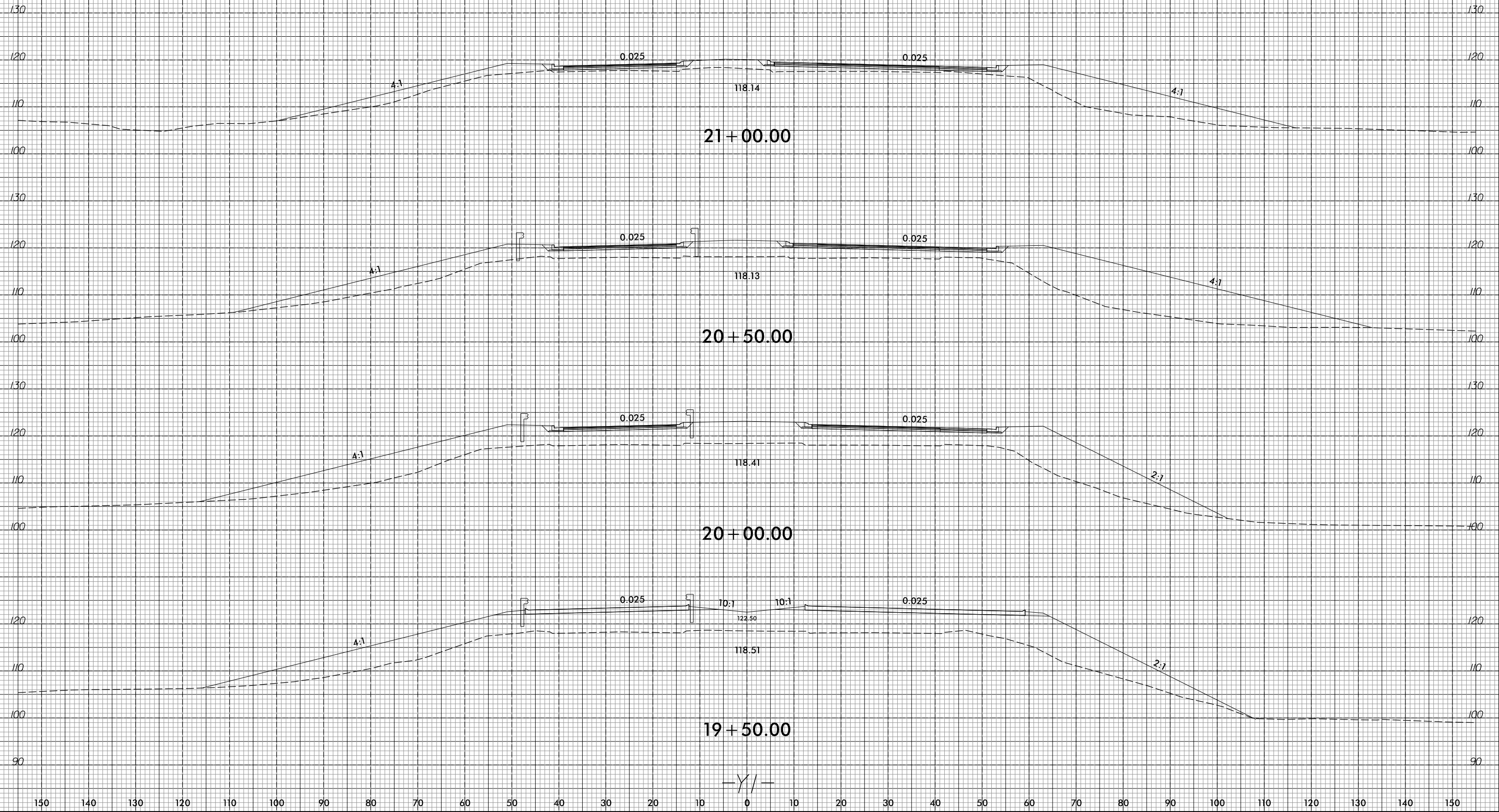
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kels

8/23/99

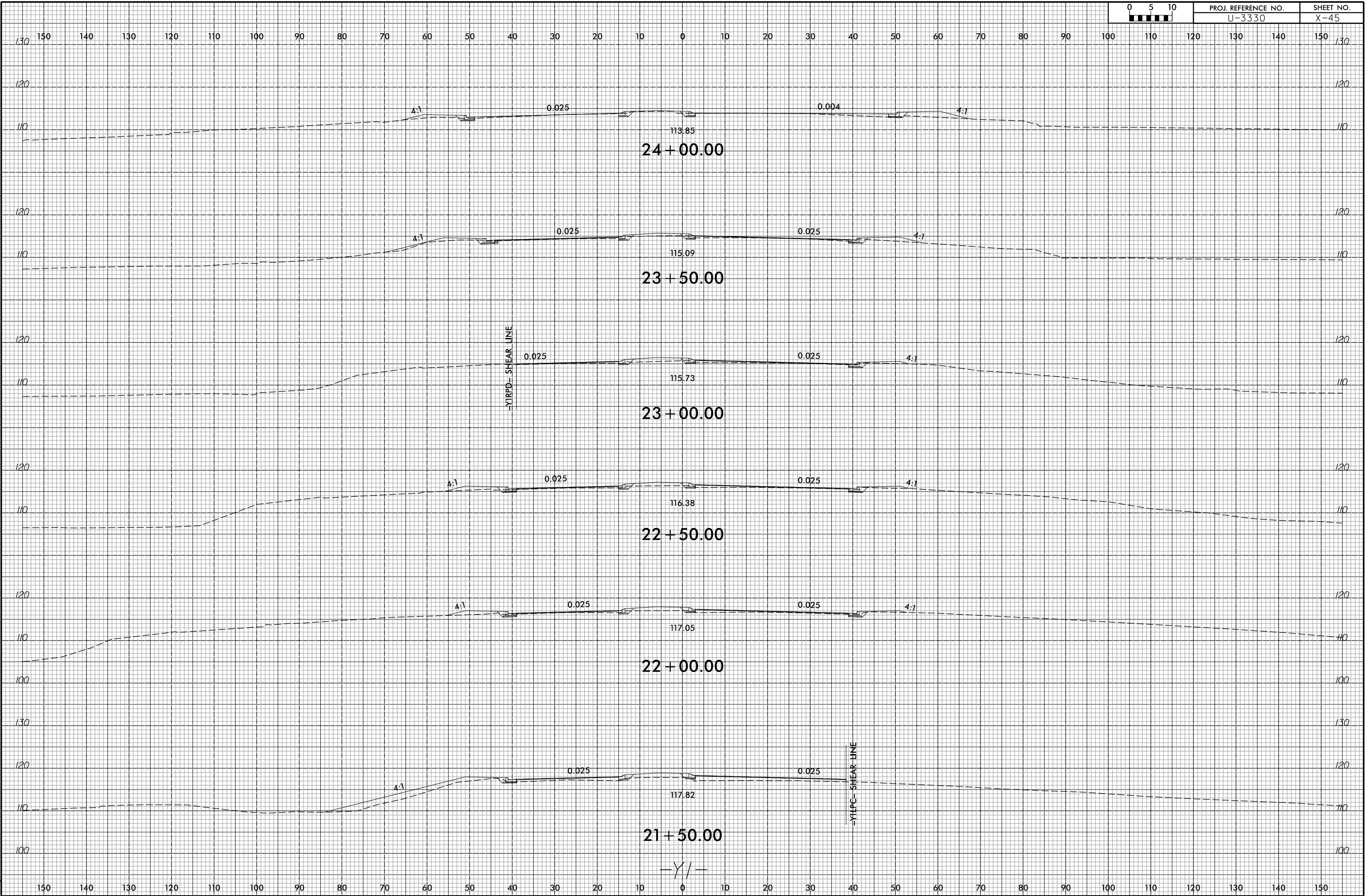


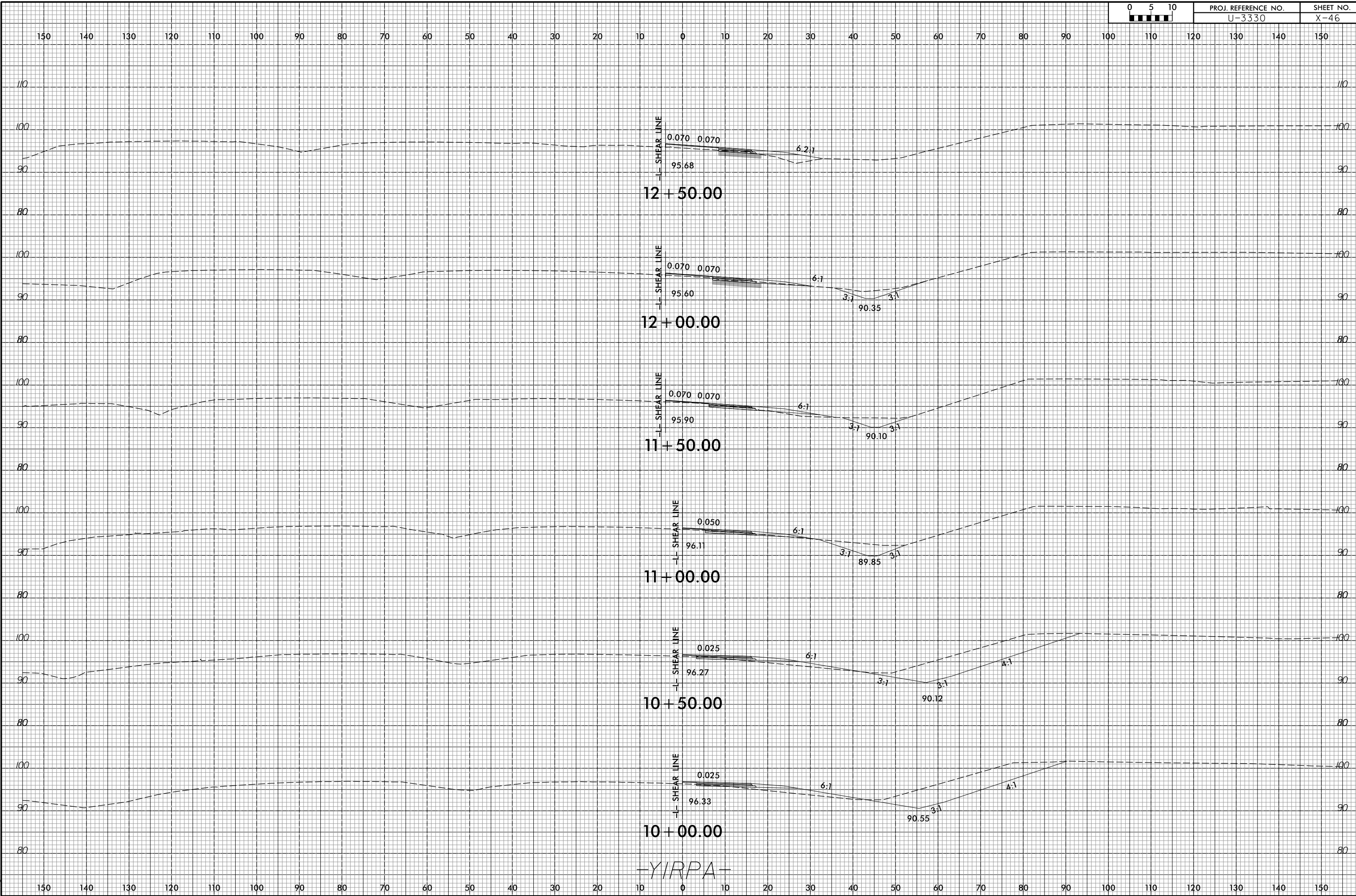
PROJ. REFERENCE NO.	SHEET NO.
U-3330	X-44

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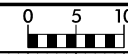
4/5/2017
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 kels



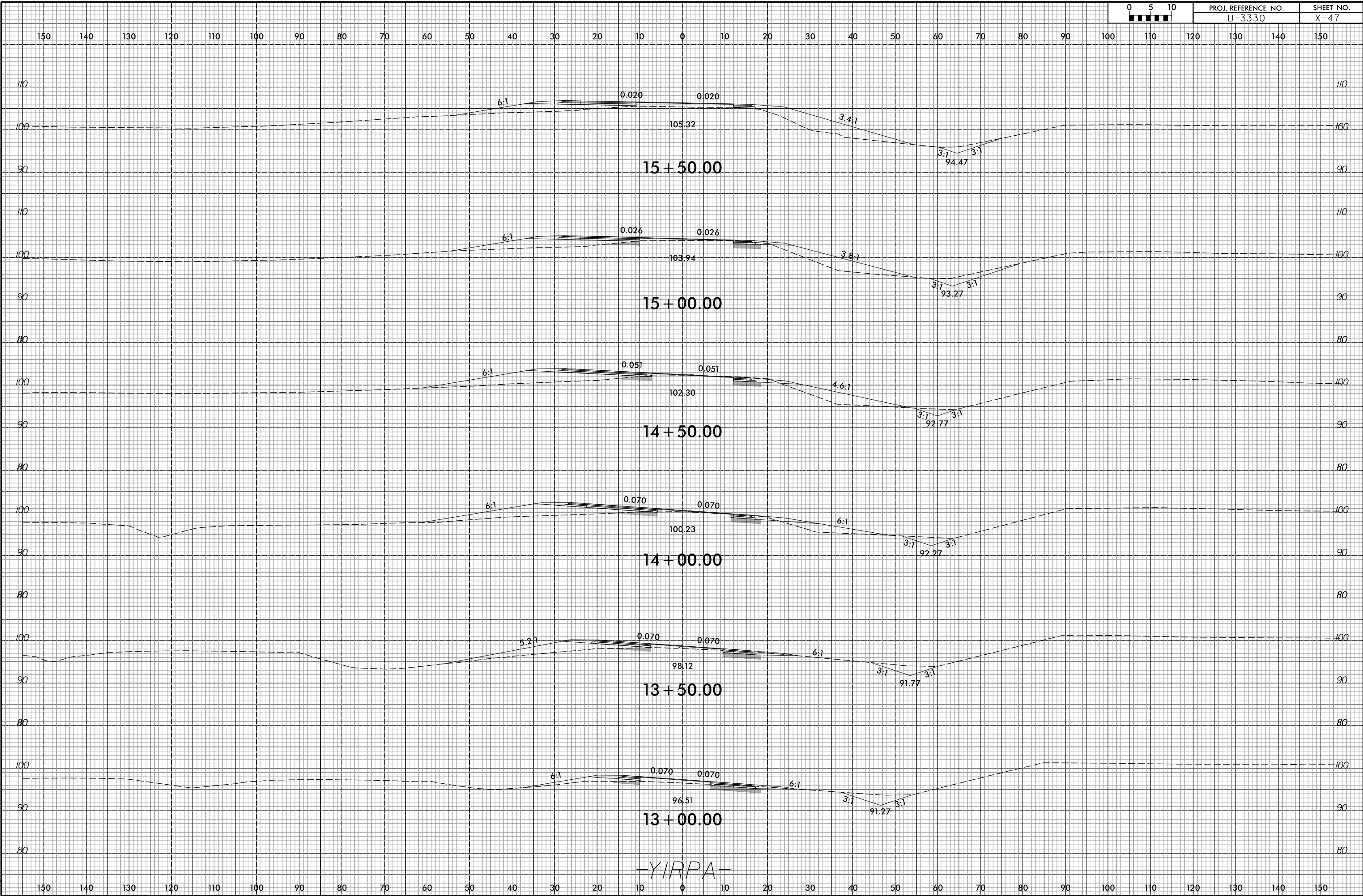


-YIRPA-

8/23/99



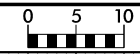
PROJ. REFERENCE NO.	SHEET NO.
U-3330	X-47



-YIRPA-

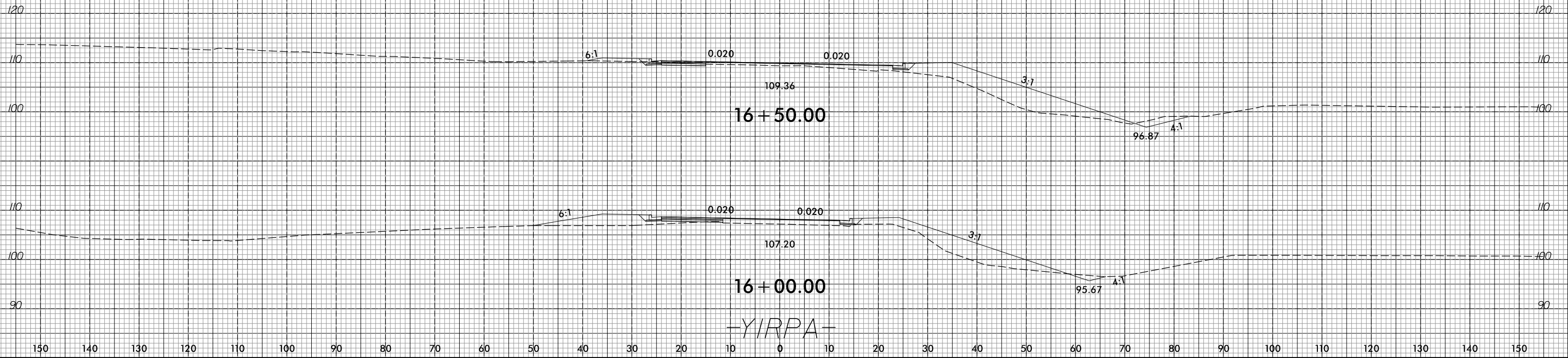
4/5/2017
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kels

8/23/99



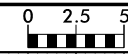
PROJ. REFERENCE NO.	SHEET NO.
U-3330	X-48

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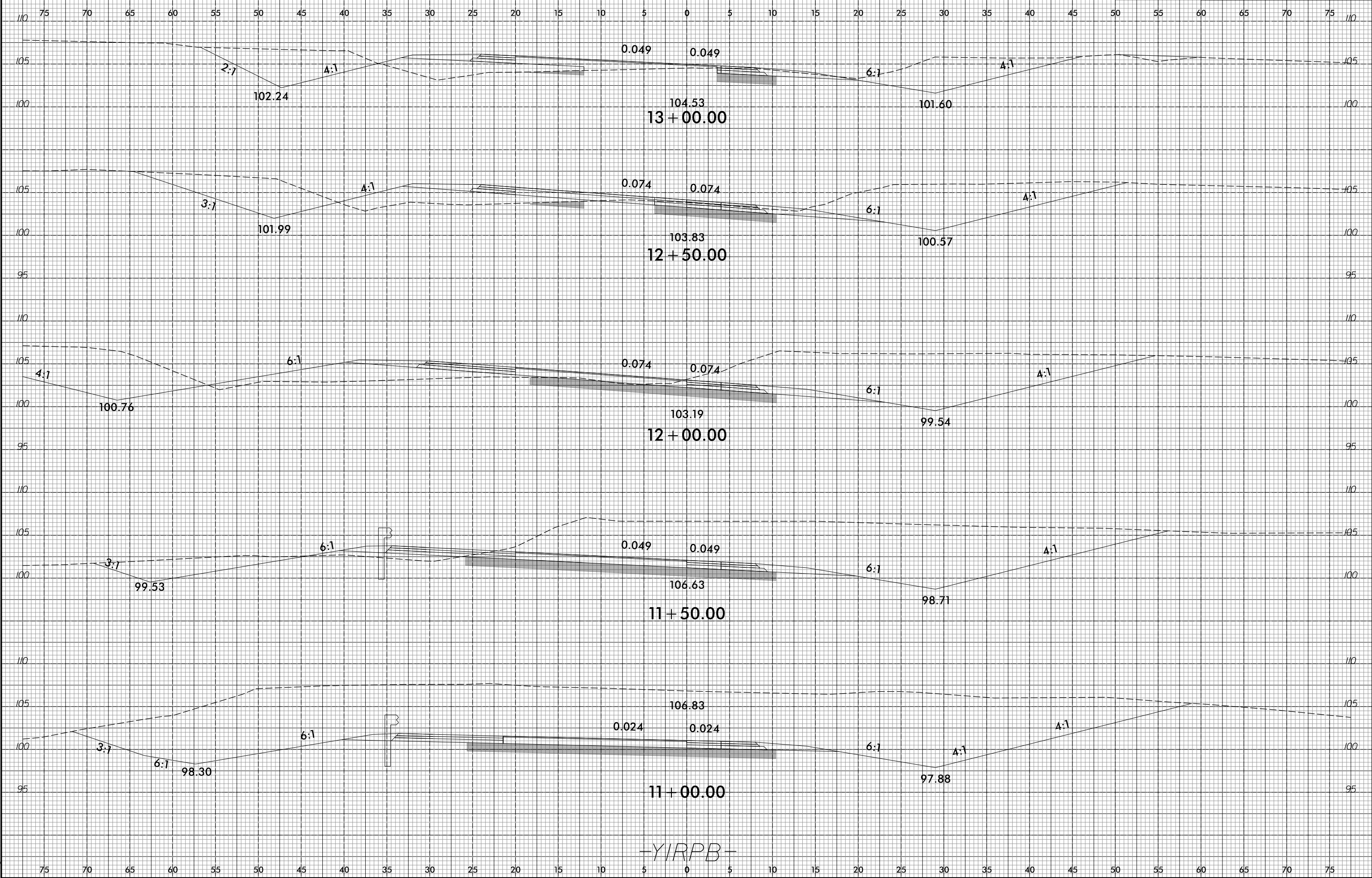
4/5/2017
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 kels

8/23/99



PROJ. REFERENCE NO.
U-3330

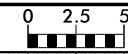
SHEET NO.
X-49



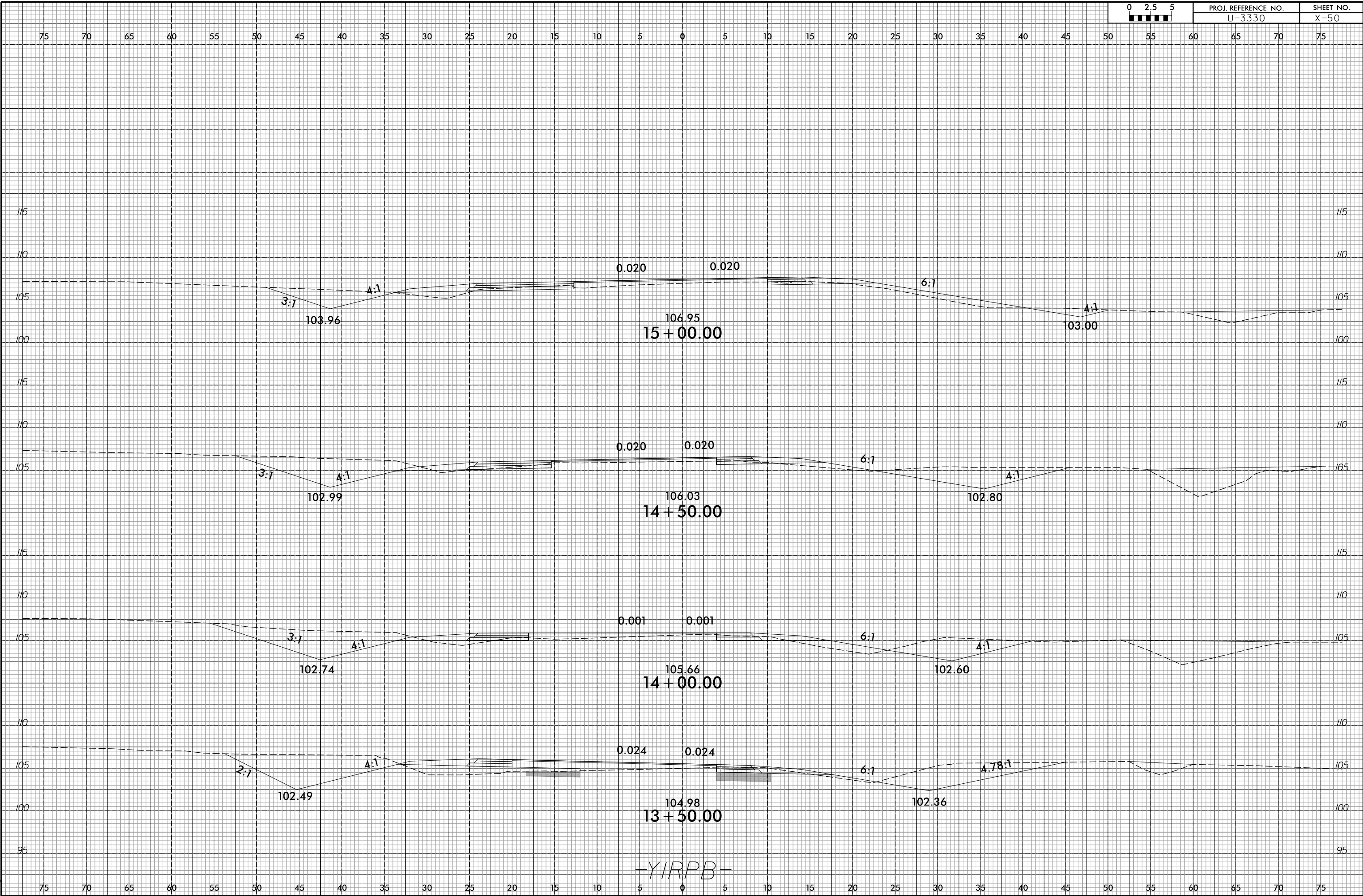
-YIRPB-

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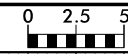
PROJ. REFERENCE NO.	SHEET NO.
U-3330	X-50



4/5/2017
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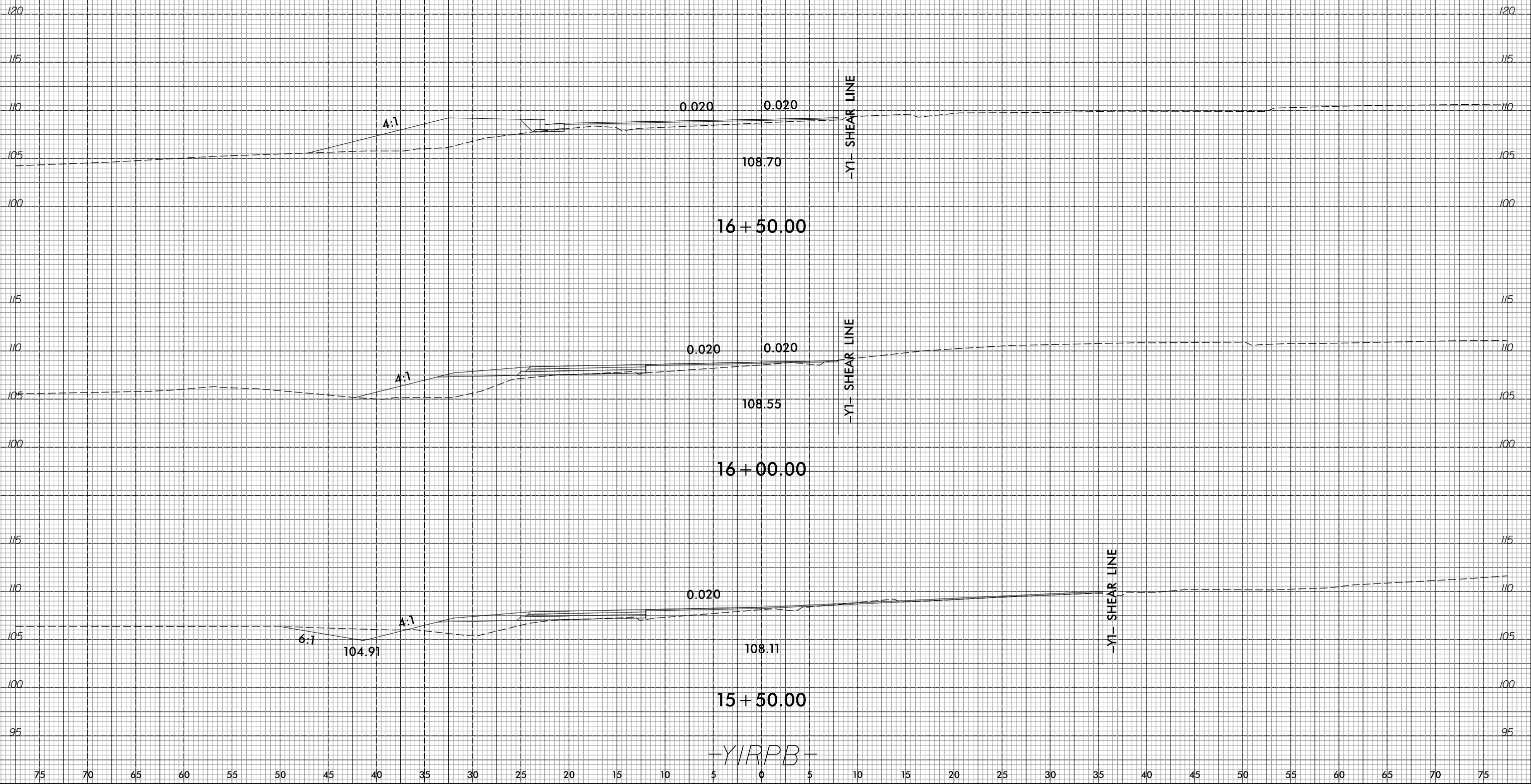
-YIRPB-

8/23/99



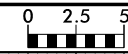
PROJ. REFERENCE NO.	SHEET NO.
U-3330	X-51

75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75

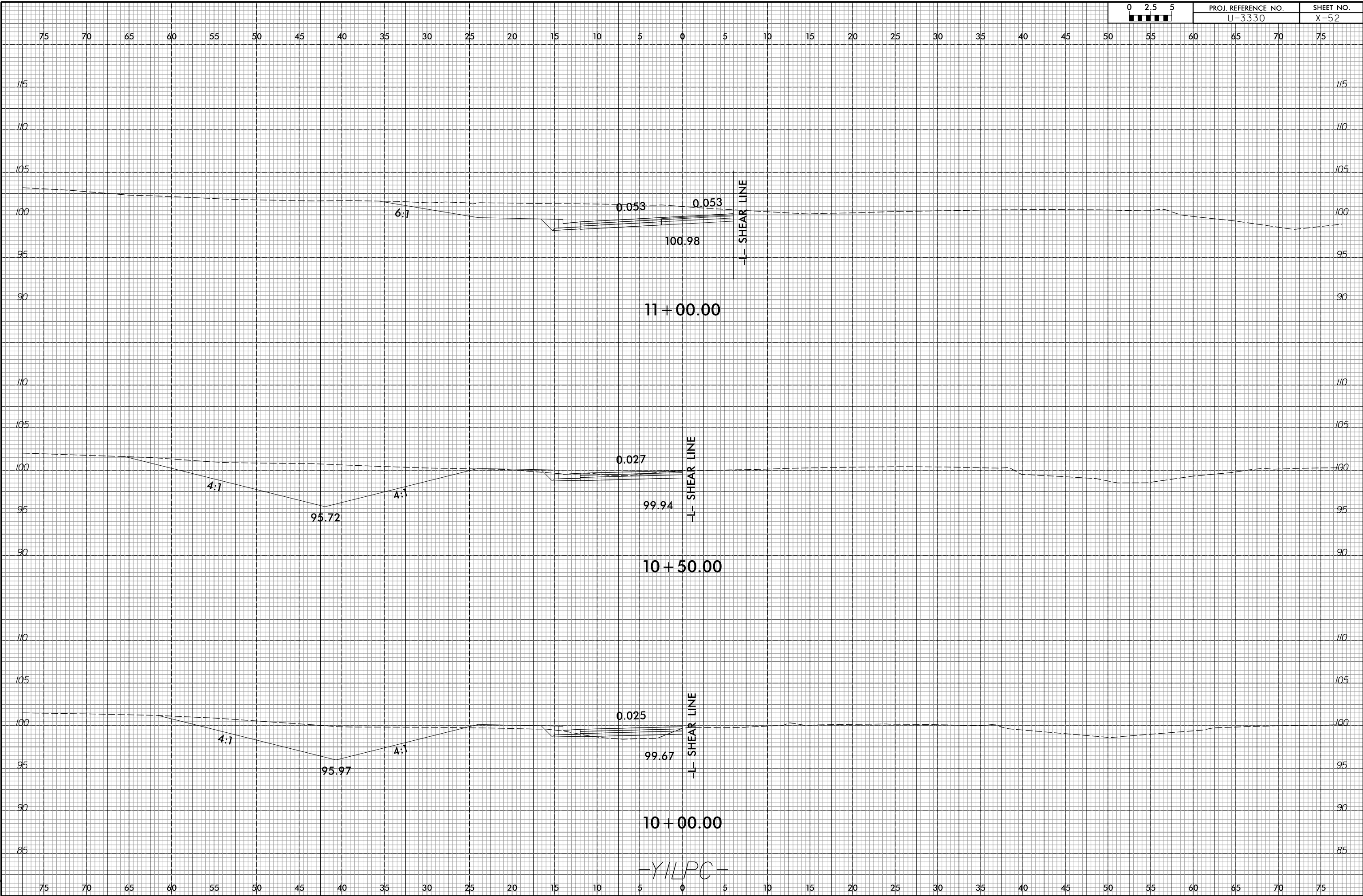


4/5/2017
 E:\Roadway\CorridorModeling\U3330_RDY_XPL_YIRPB.dgn
 kels

8/23/99

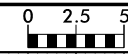


PROJ. REFERENCE NO.	SHEET NO.
U-3330	X-52

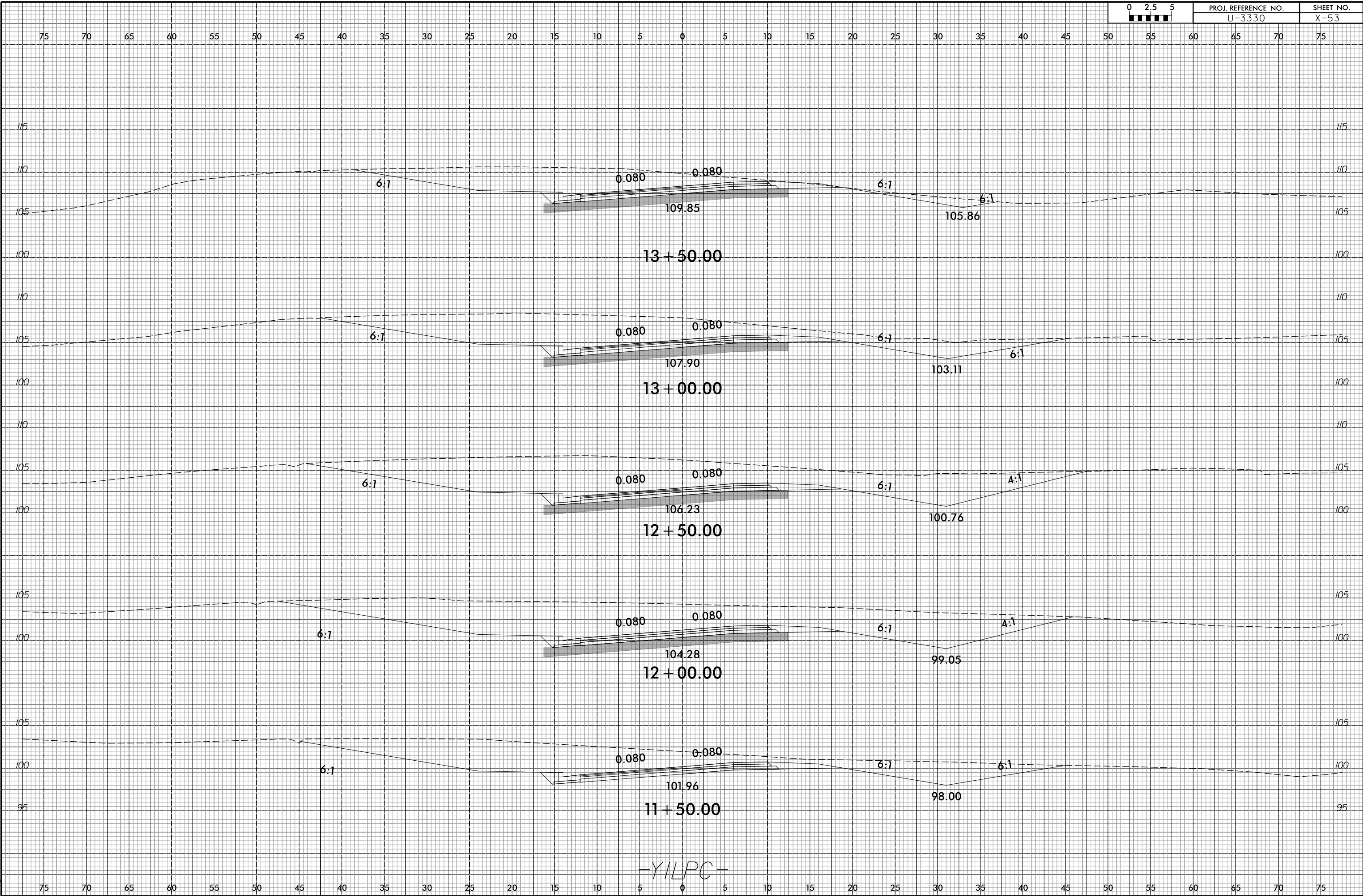


4/5/2017
E:\Roadway\CorridorModeling\U3330_RDY_XPL_YILPC.dgn
kels

8/23/99



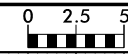
PROJ. REFERENCE NO.	SHEET NO.
U-3330	X-53



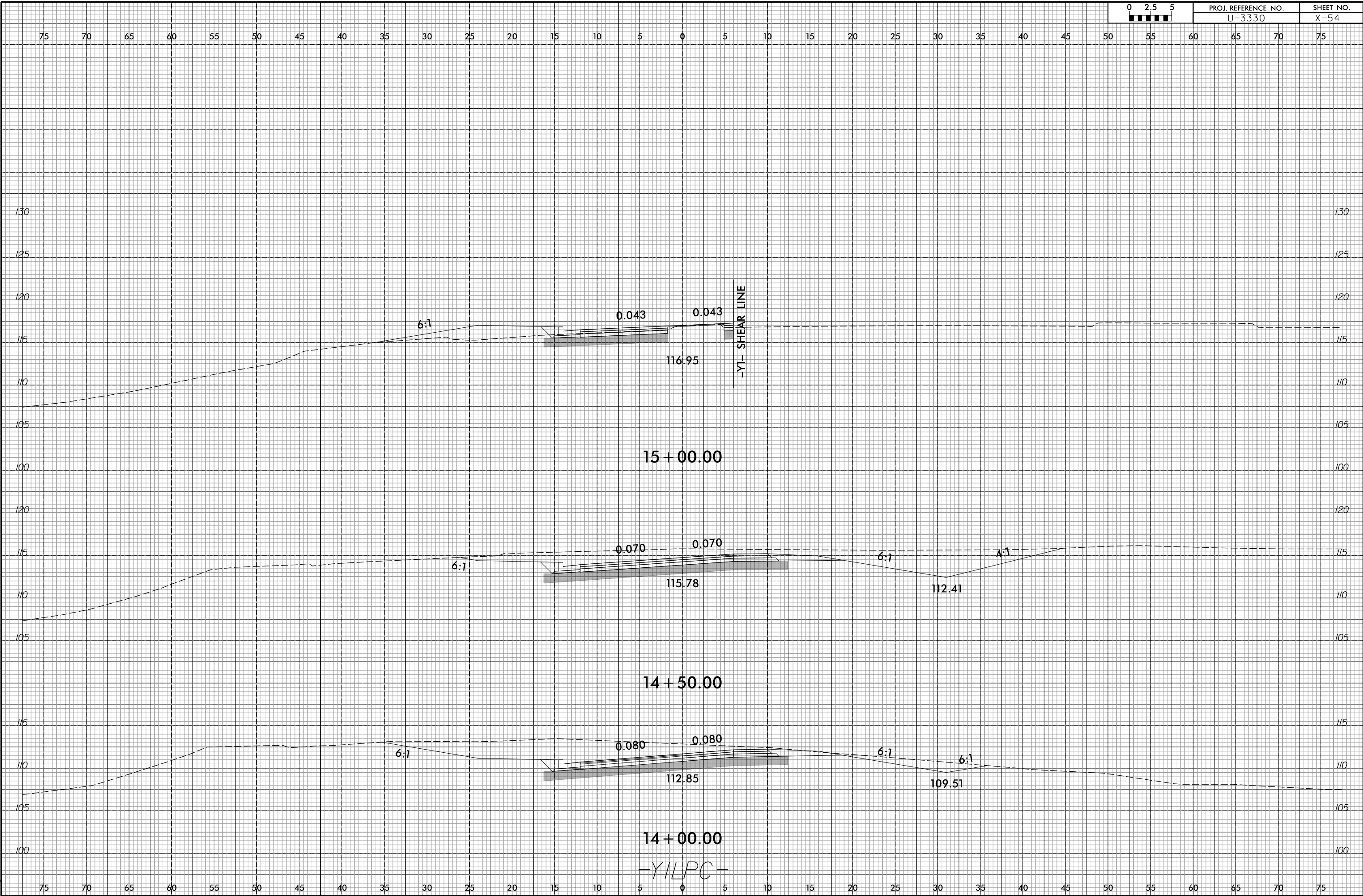
-YILPC-

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kels

8/23/99

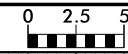


PROJ. REFERENCE NO.	SHEET NO.
U-3330	X-54



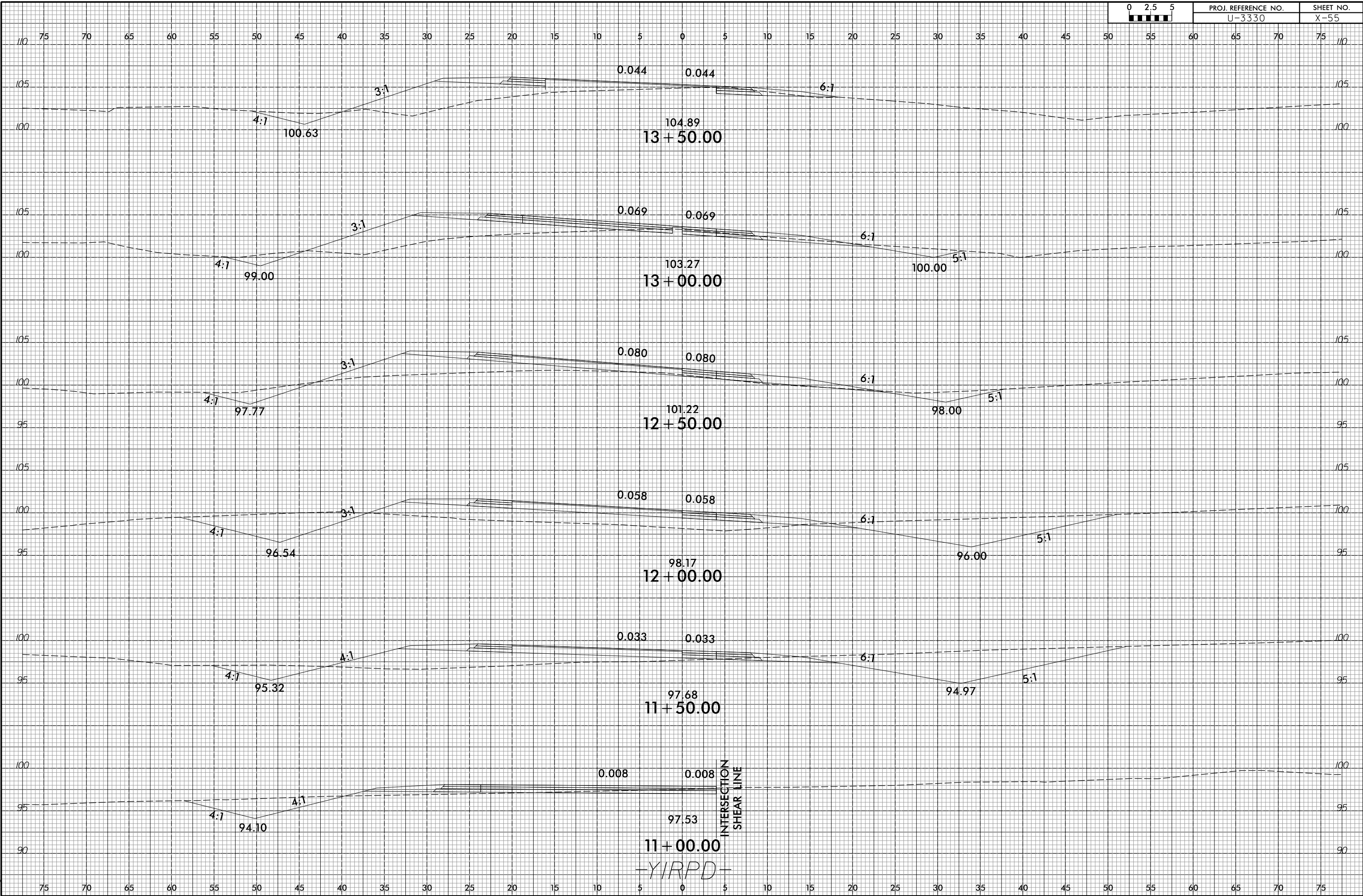
4/5/2017
E:\Roadway\CorridorModeling\U3330_RDY_XPL_YILPC.dgn
kels

8/23/99



PROJ. REFERENCE NO.
U-3330

SHEET NO.
X-55

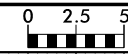


INTERSECTION
SHEAR LINE

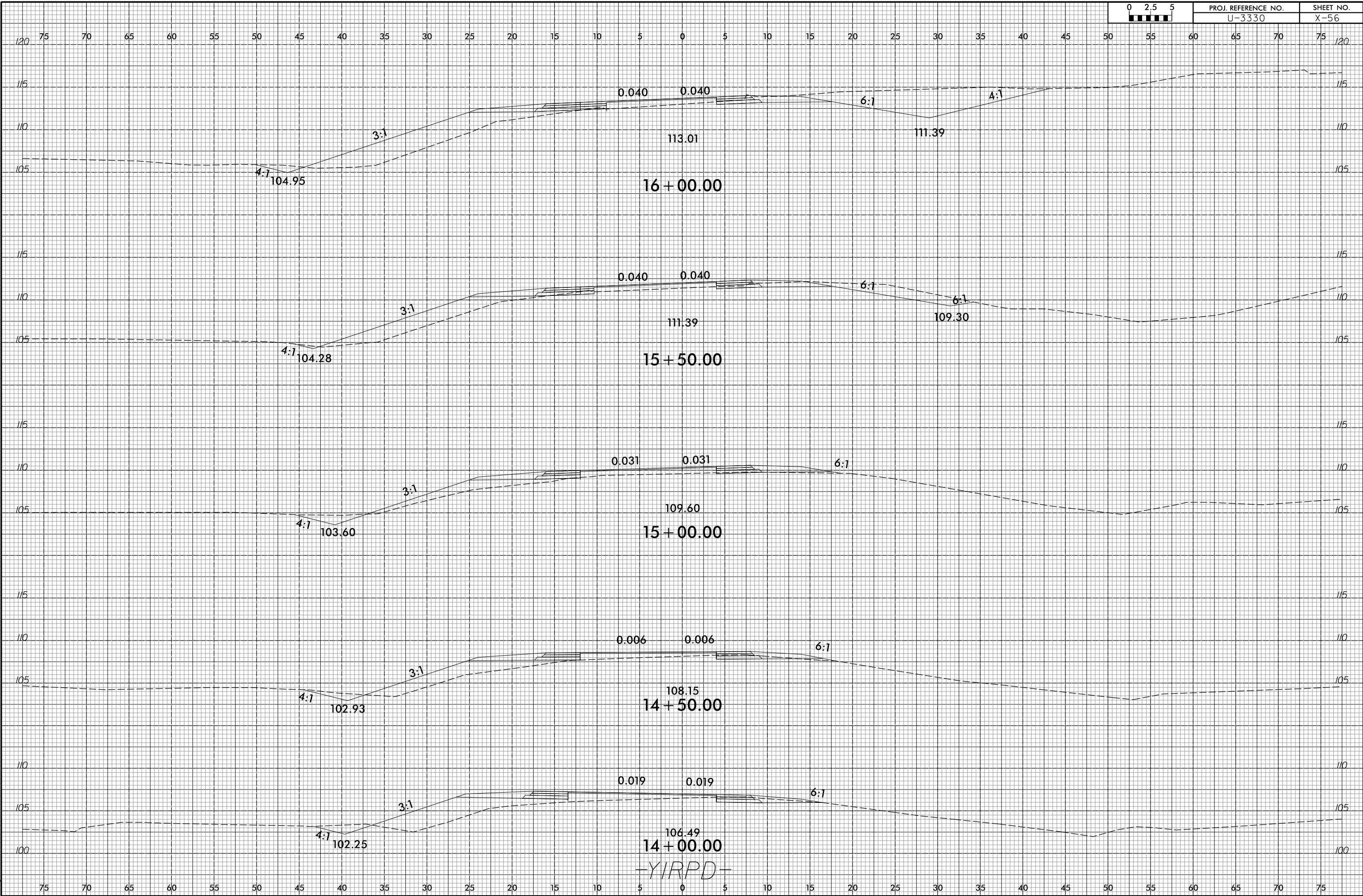
-YIRPD-

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E:\Roadway\CorridorModeling\U3330_RDY_XPL_YIRPD.dgn

8/23/99



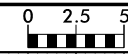
PROJ. REFERENCE NO.	SHEET NO.
U-3330	X-56



-YIRPD-

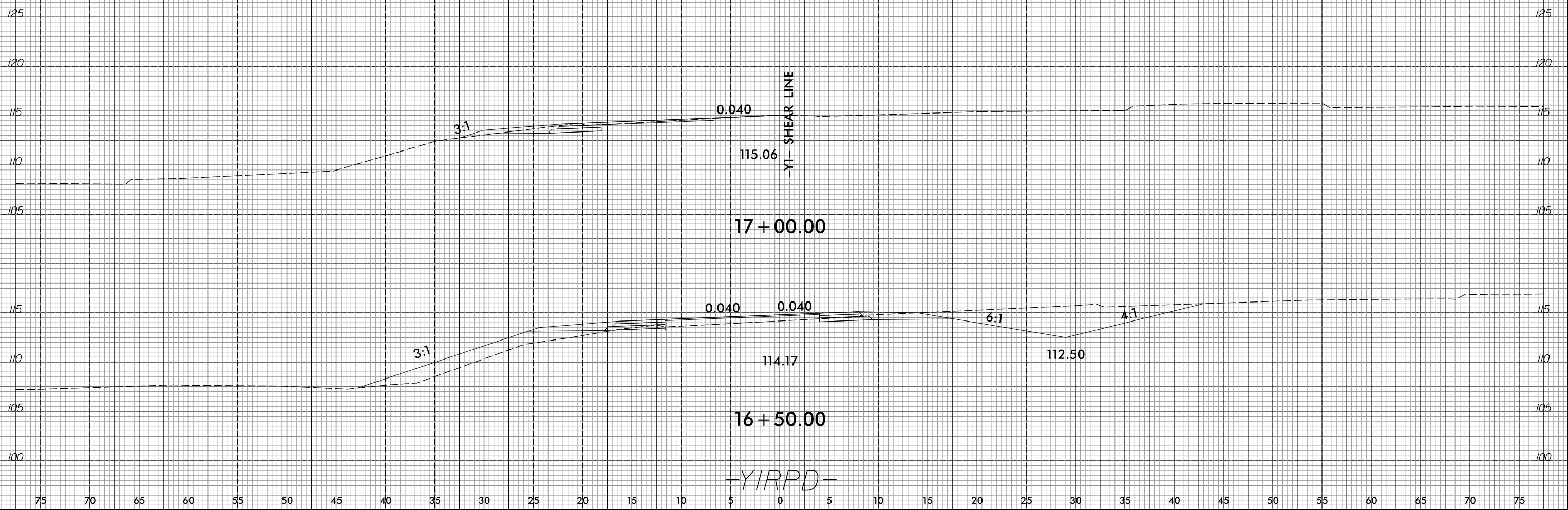
4/5/2017
E:\Roadway\CorridorModeling\U3330_RDY_XPL_YIRPD.dgn
kels

8/23/99



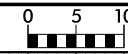
PROJ. REFERENCE NO.	SHEET NO.
U-3330	X-57

75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75

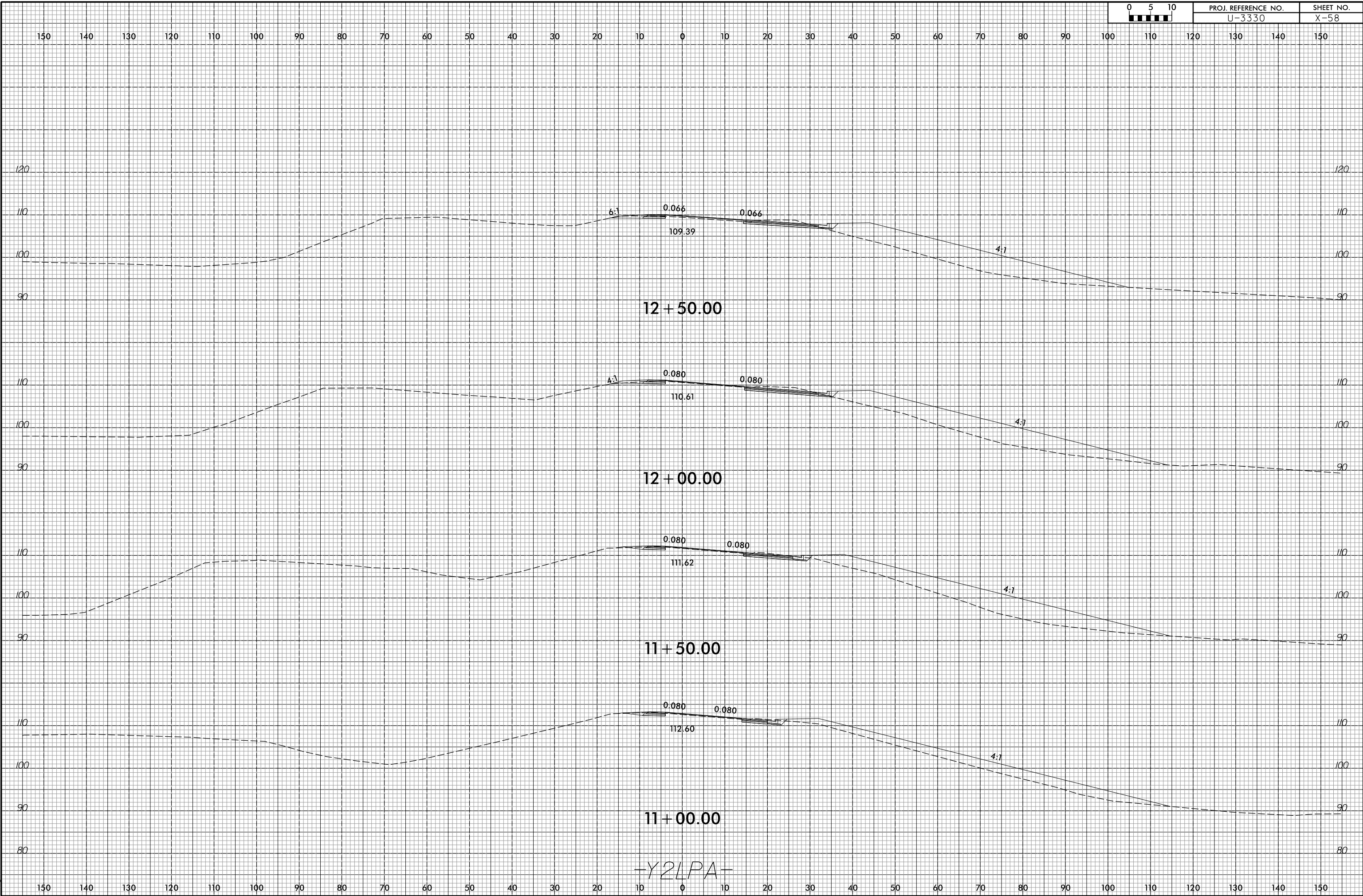


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8/23/99



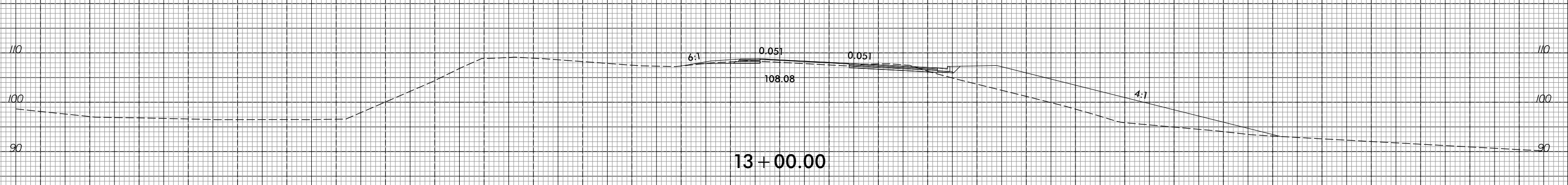
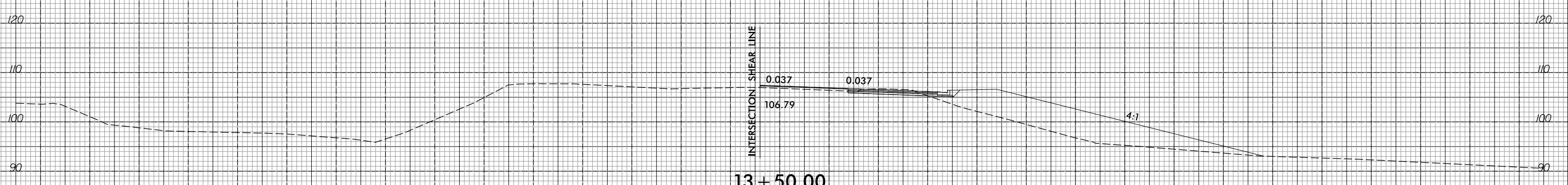
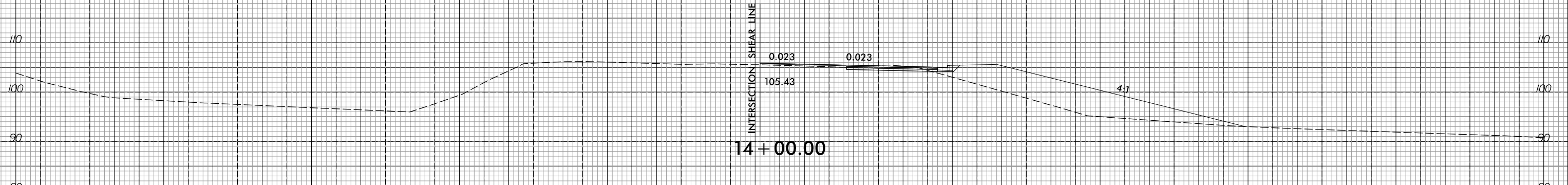
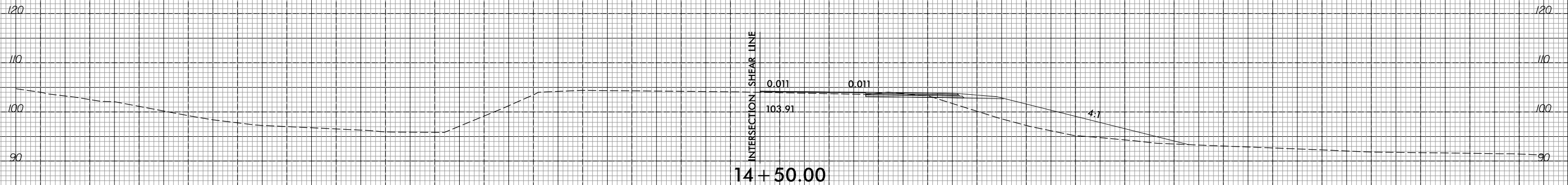
PROJ. REFERENCE NO.	SHEET NO.
U-3330	X-58



4/5/2017
E:\Roadway\CorridorModeling\U3330_RDY_XPL_Y2LPA.dgn
kels

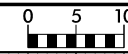
-Y2LPA-

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

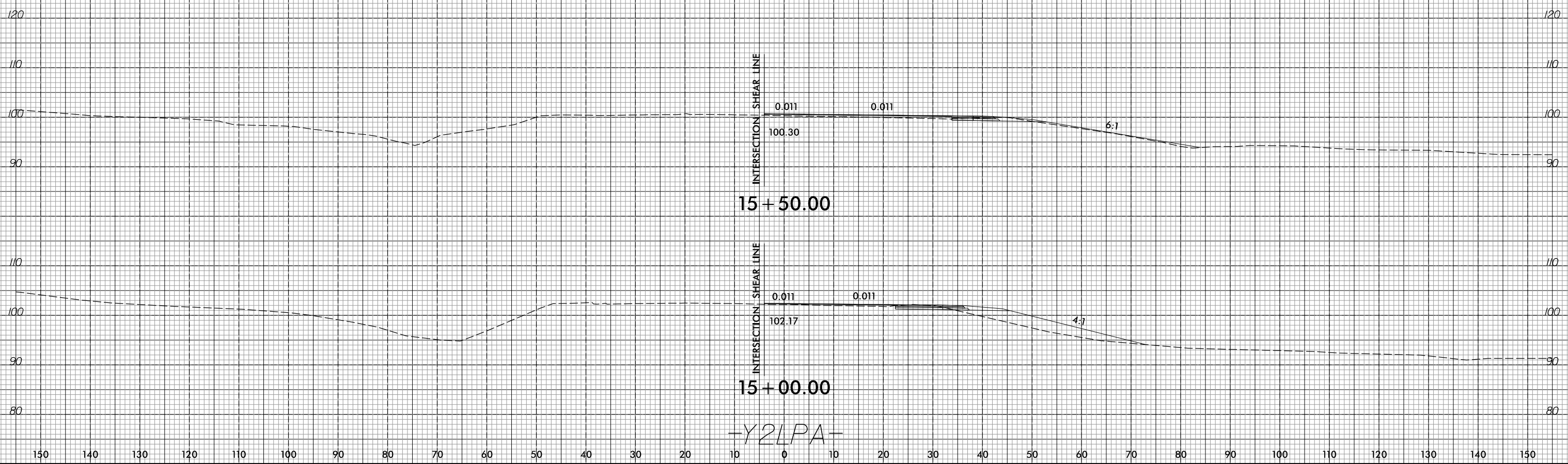


-Y2LPA-

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

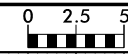


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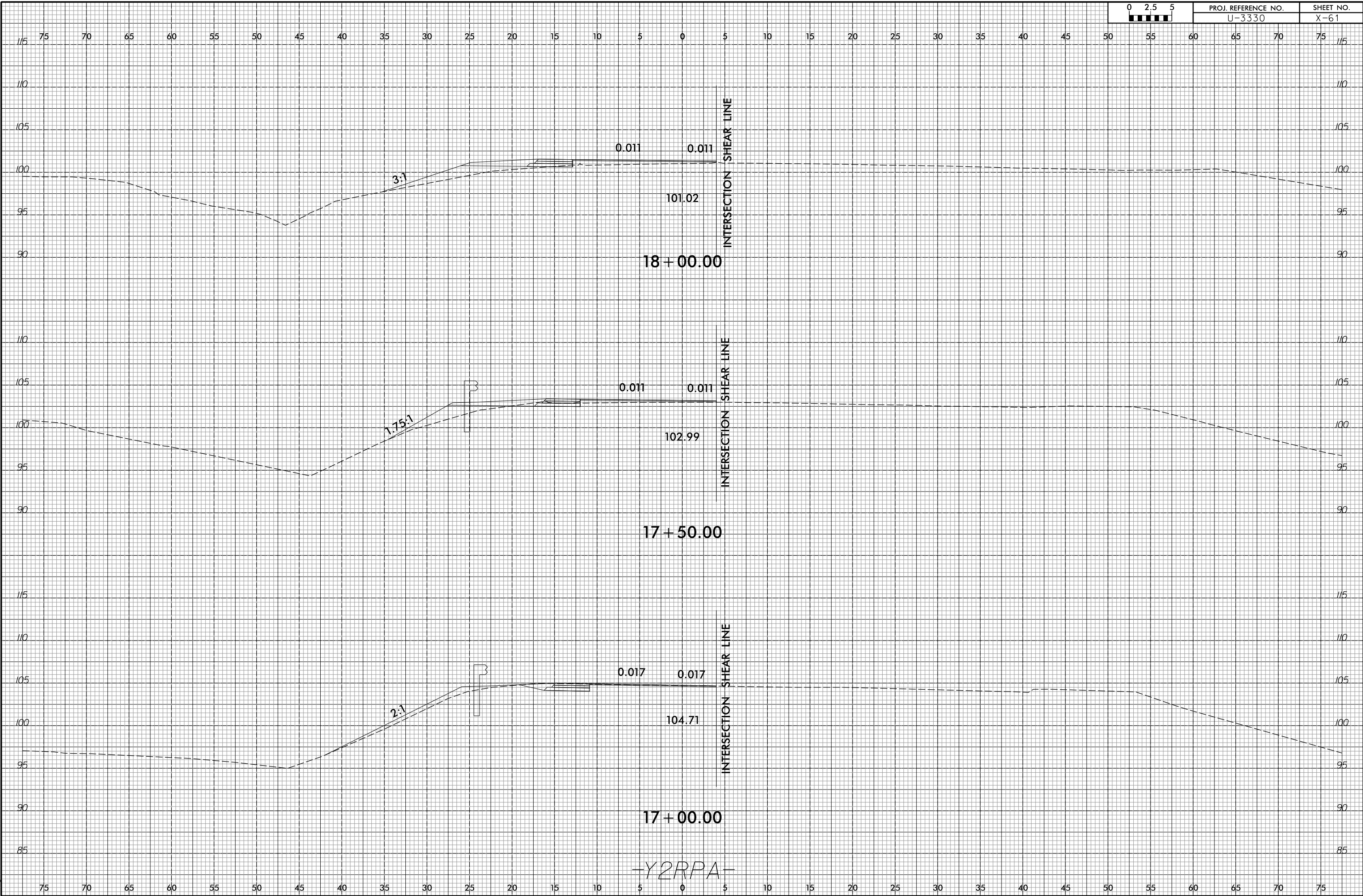


-Y2LPA-

8/23/99



PROJ. REFERENCE NO.	SHEET NO.
U-3330	X-61



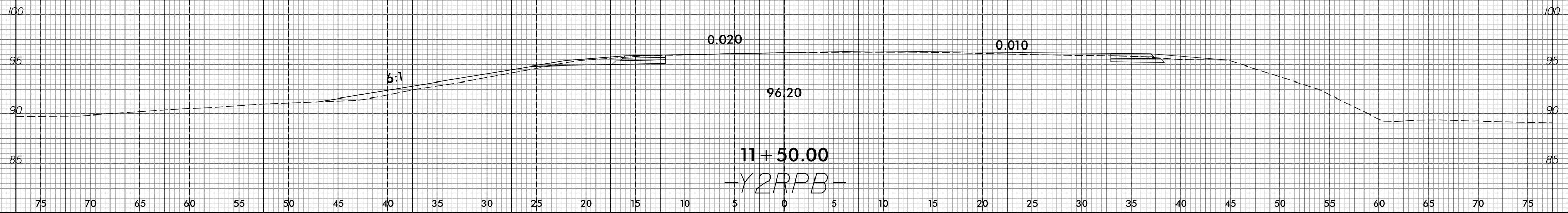
4/5/2017
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kels

8/23/99



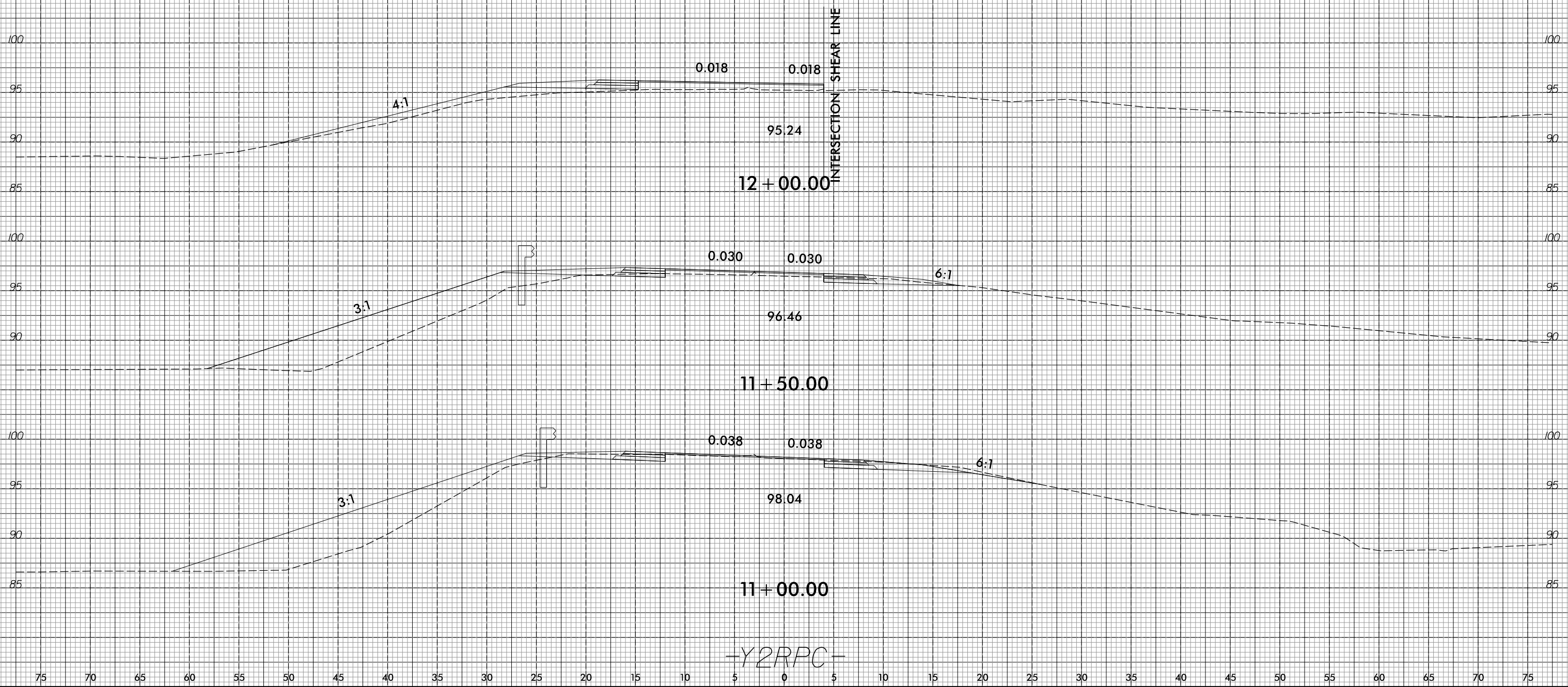
PROJ. REFERENCE NO.	SHEET NO.
U-3330	X-62

75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75



4/5/2017
E:\Roadway\CorridorModeling\U3330_RDY_XPL_Y2RPB.dgn
kels

75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75

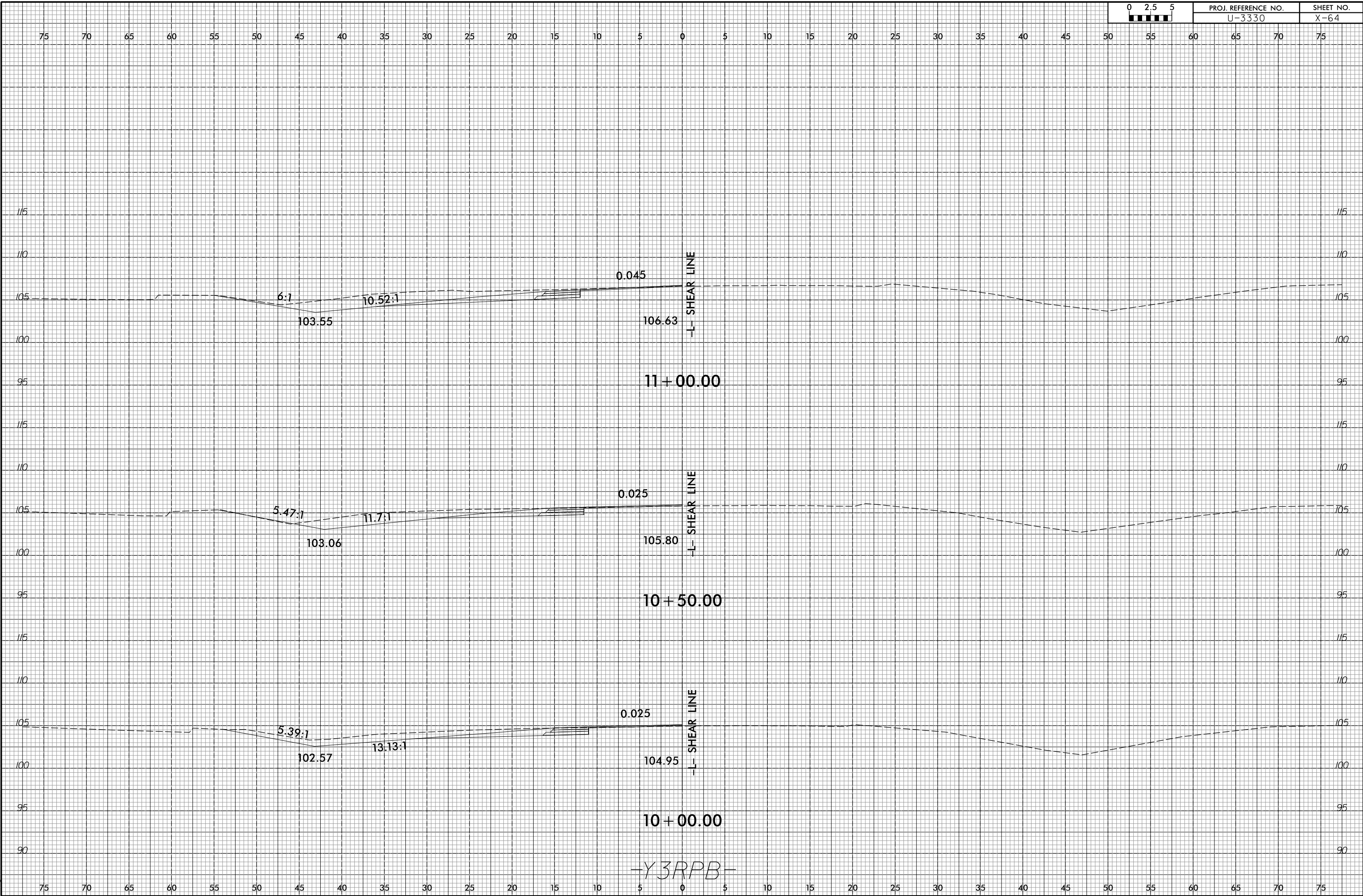


-Y2RPC-

8/23/99

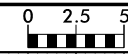


PROJ. REFERENCE NO.	SHEET NO.
U-3330	X-64

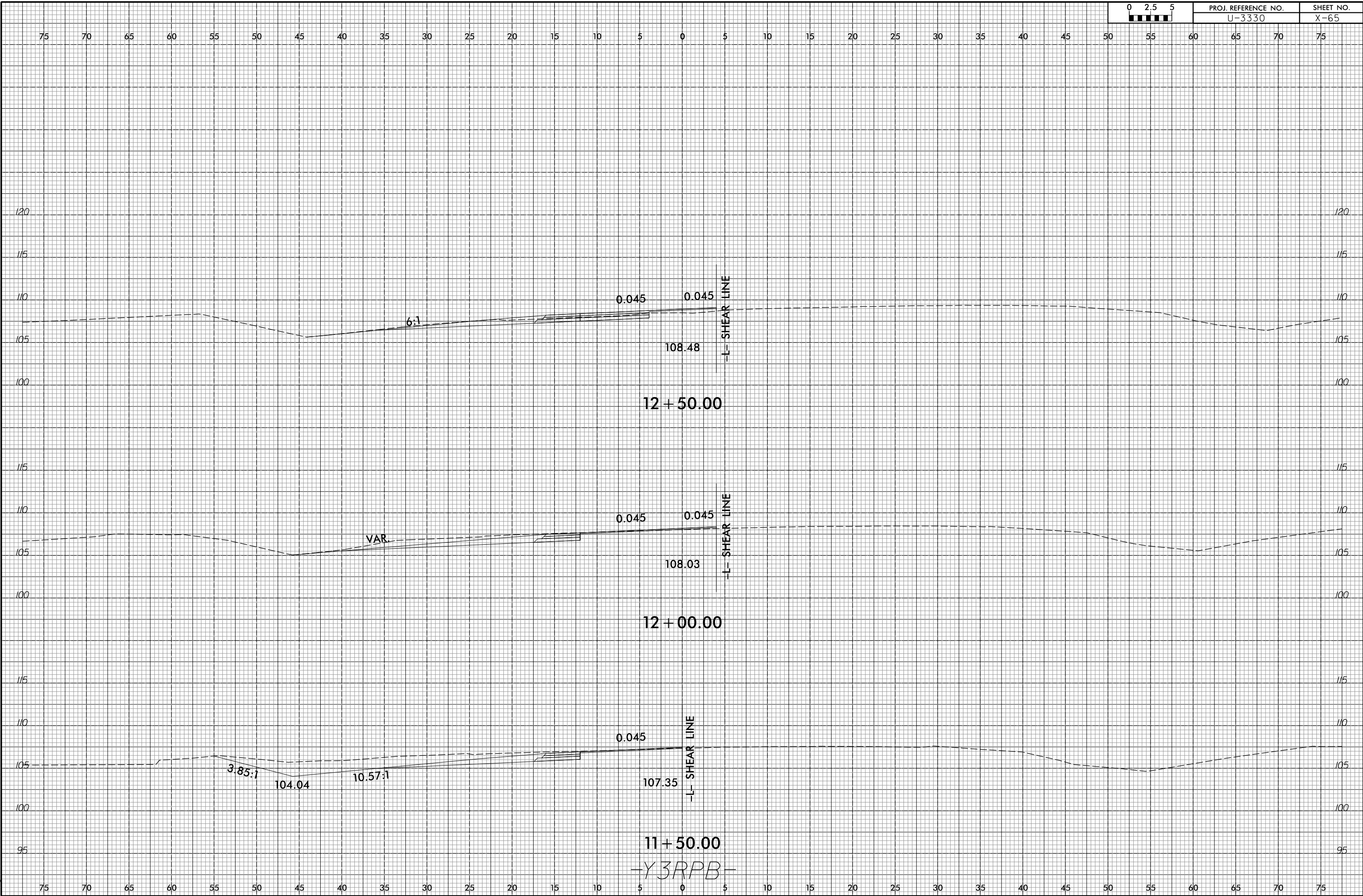


4/5/2017
E:\Roadway\CorridorModeling\U3330_RDY_XPL_Y3RPB.dgn
kels

8/23/99

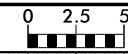


PROJ. REFERENCE NO.	SHEET NO.
U-3330	X-65

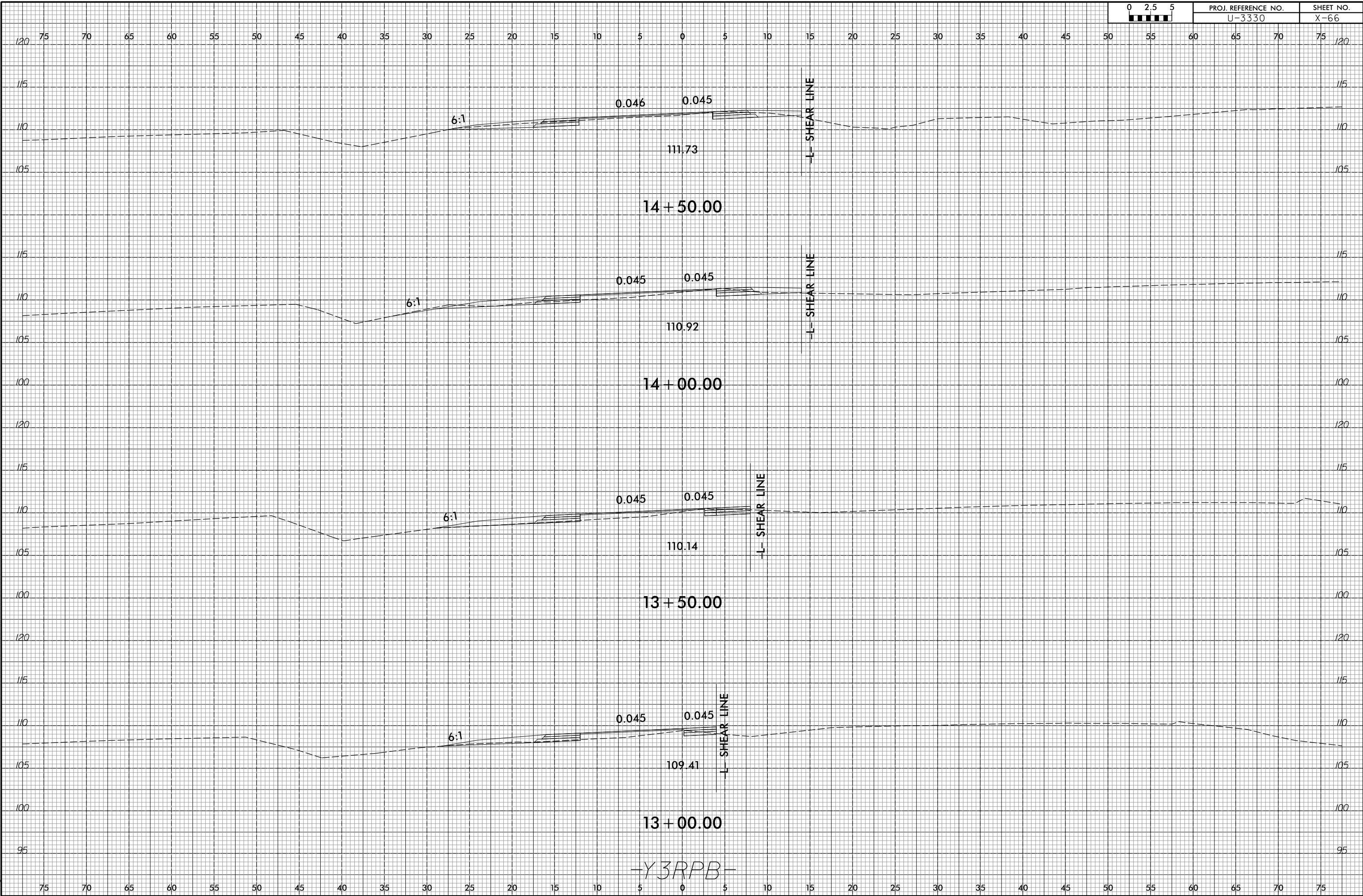


4/5/2017
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kels

8/23/99



PROJ. REFERENCE NO.	SHEET NO.
U-3330	X-66

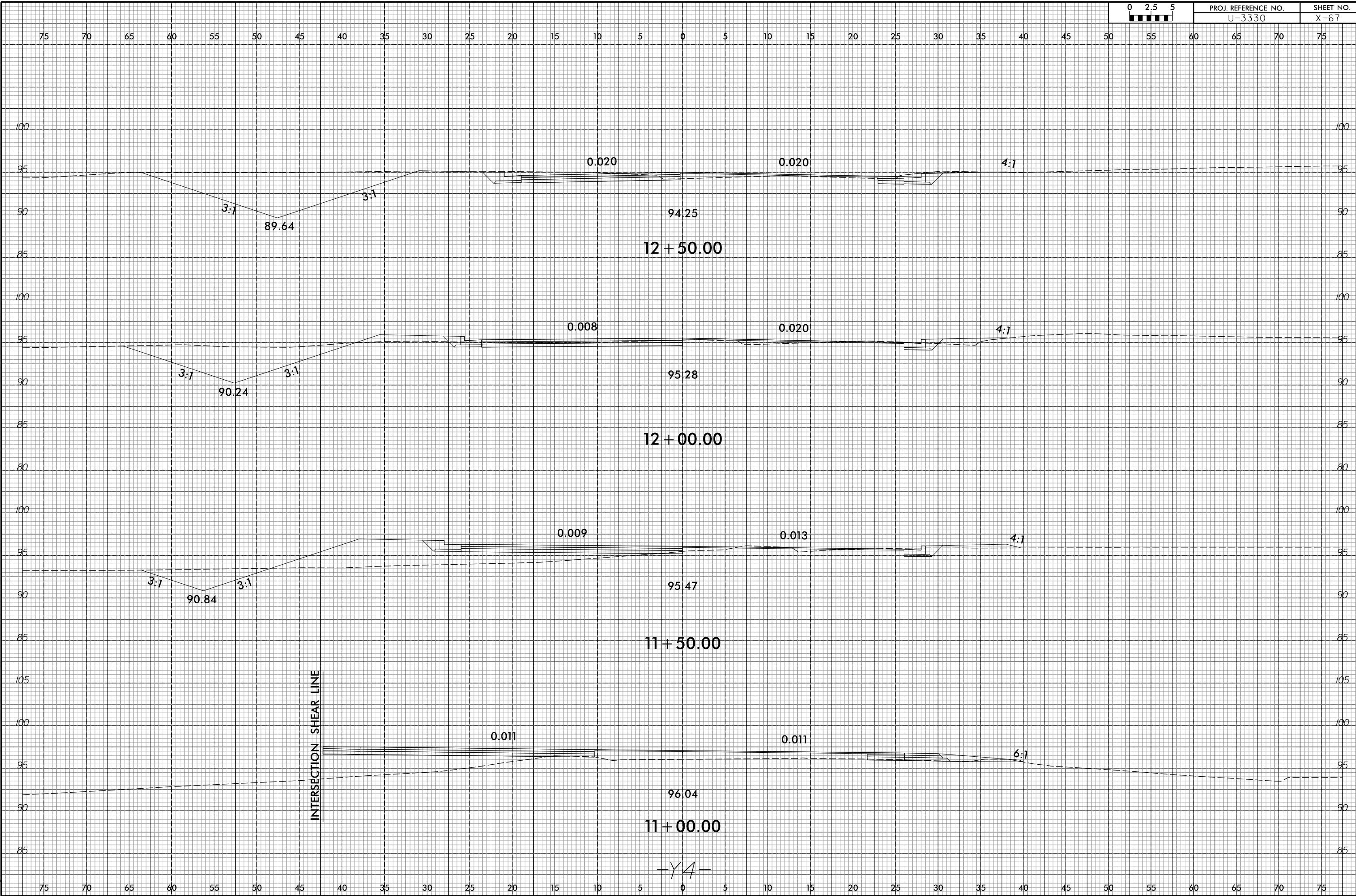


4/5/2017
E:\Roadway\CorridorModeling\U3330_RDY_XPL_Y3RPB.dgn
kels

8/23/99



PROJ. REFERENCE NO. U-3330	SHEET NO. X-67
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INTERSECTION SHEAR LINE

-Y4-

4/5/2017
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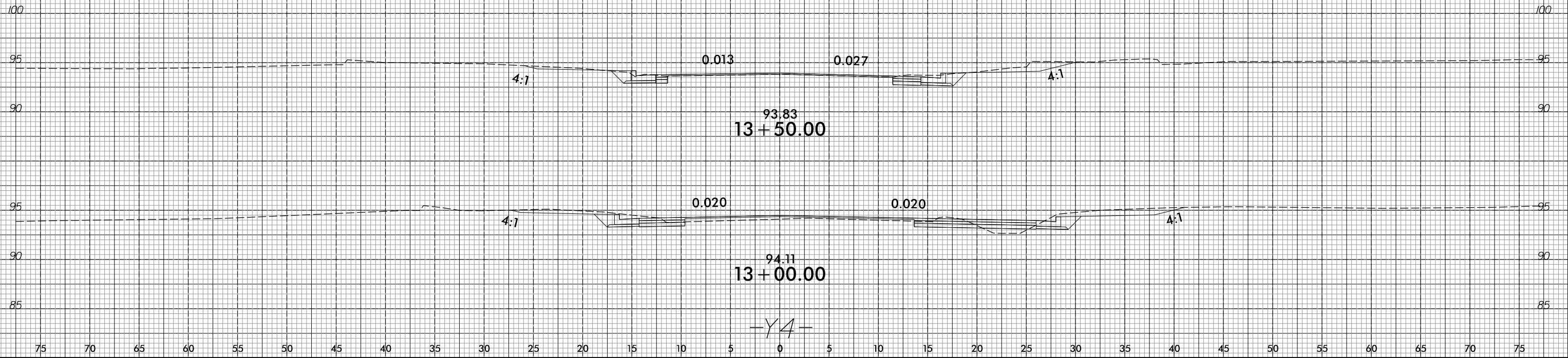
8/23/99



PROJ. REFERENCE NO.
U-3330

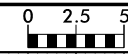
SHEET NO.
X-68

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4/5/2017
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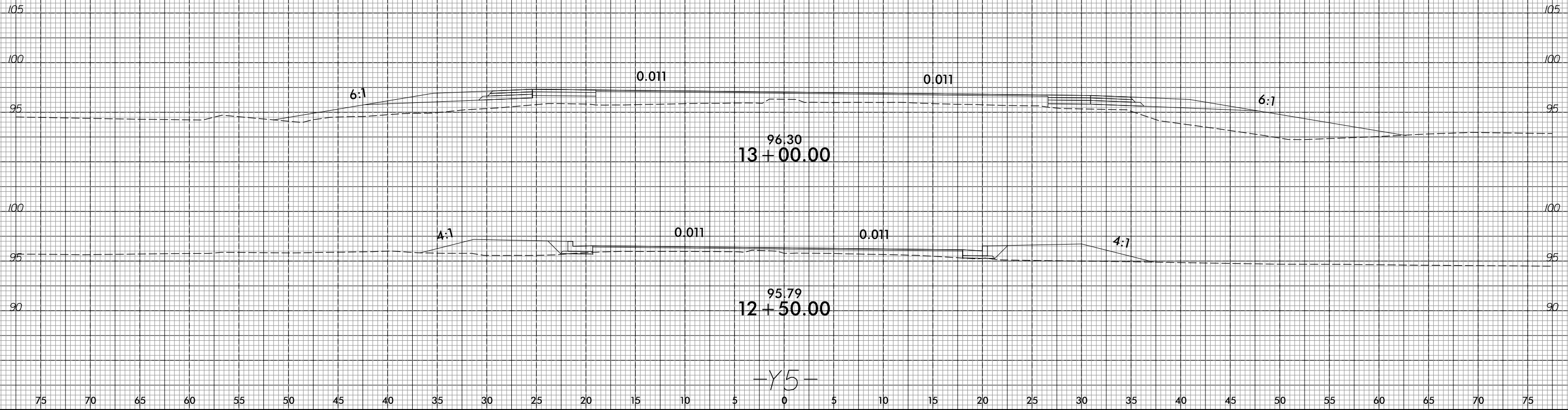
8/23/99



PROJ. REFERENCE NO.
U-3330

SHEET NO.
X-69

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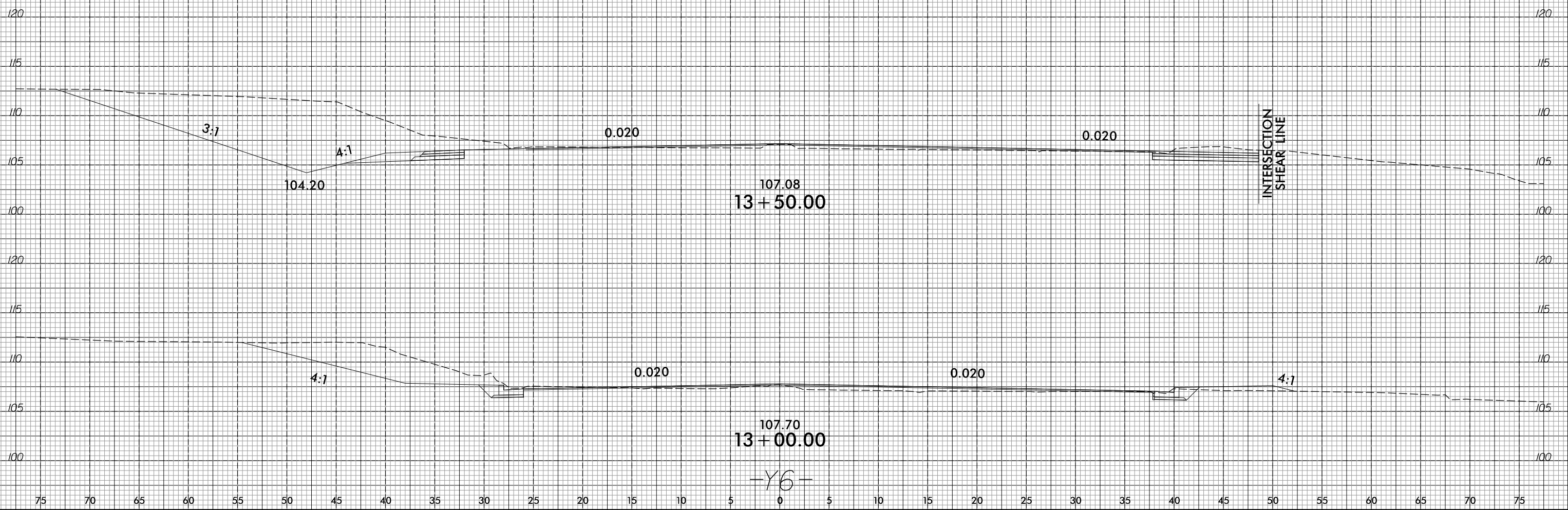
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8/23/99



PROJ. REFERENCE NO.	SHEET NO.
U-3330	X-70

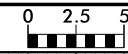
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4/5/2017
 E:\Roadway\CorridorModeling\U3330_RDY_XPL_Y6.dgn
 kels

-Y6-

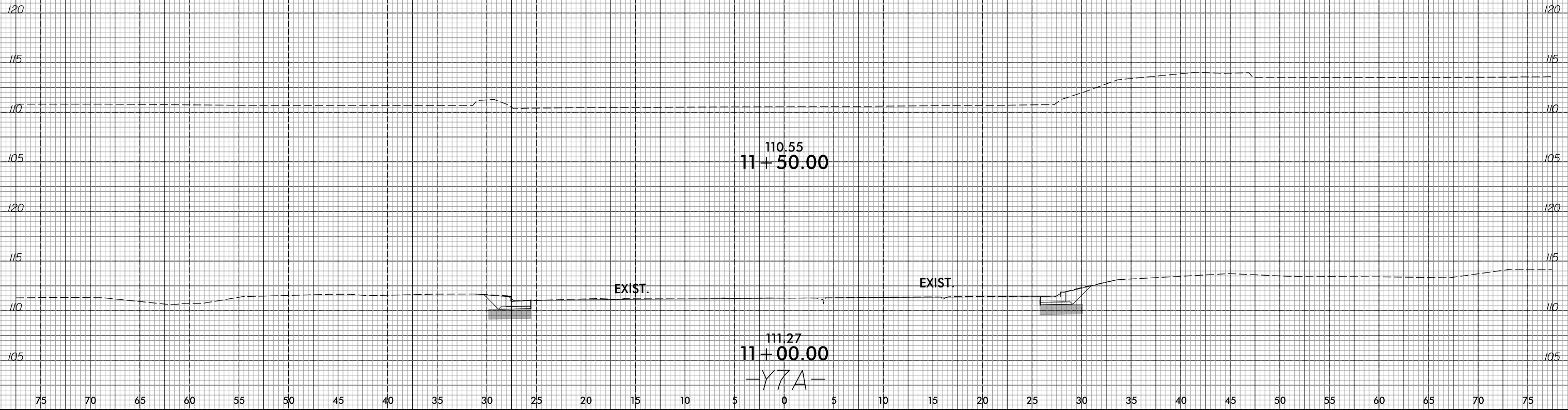
8/23/99



PROJ. REFERENCE NO.
U-3330

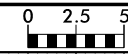
SHEET NO.
X-71

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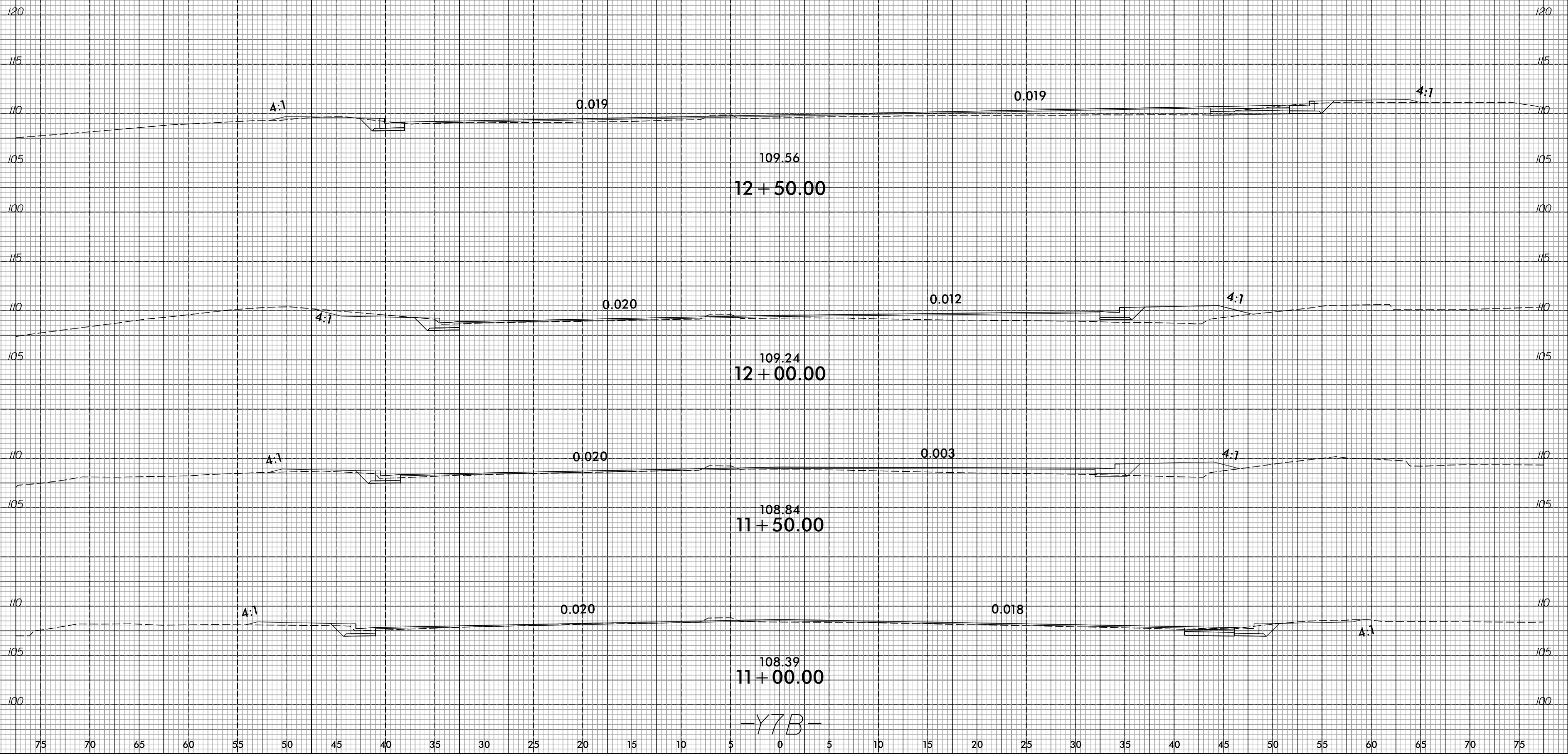
4/5/2017
E:\Roadway\CorridorModeling\U3330_R0Y_XPL_Y7A.dgn
kels

8/23/99



PROJ. REFERENCE NO.	SHEET NO.
U-3330	X-72

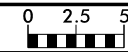
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-Y7B-

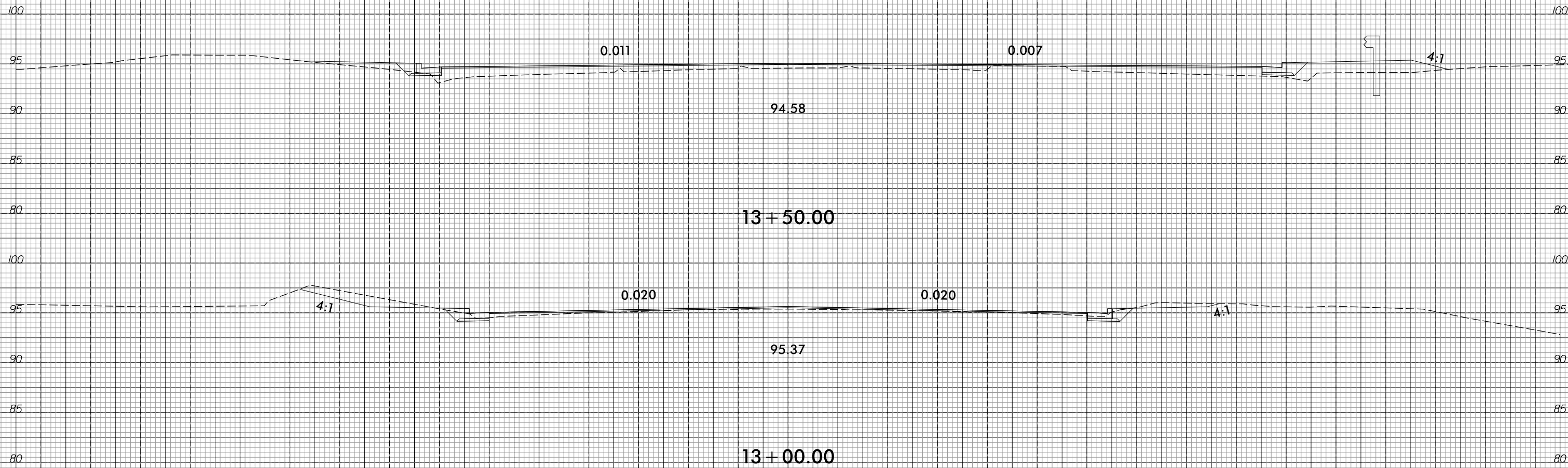
4/5/2017
E:\Roadway\CorridorModeling\U3330_RDY_XPL_Y7B.dgn

8/23/99



PROJ. REFERENCE NO.	SHEET NO.
U-3330	X-73

75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75

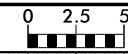


75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75

4/5/2017
 E:\Roadway\CorridorModeling\U3330_RDY_XPL_Y8.dgn
 kels

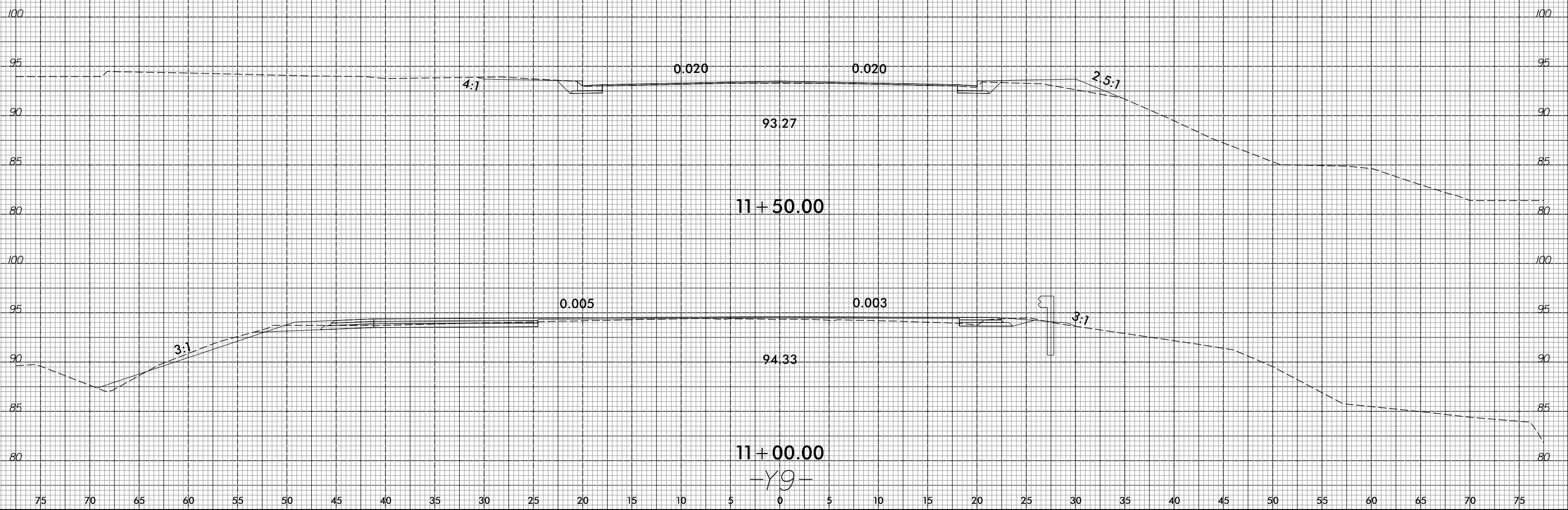
13+00.00
 -Y8-

8/23/99



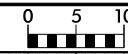
PROJ. REFERENCE NO.	SHEET NO.
U-3330	X-74

75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75



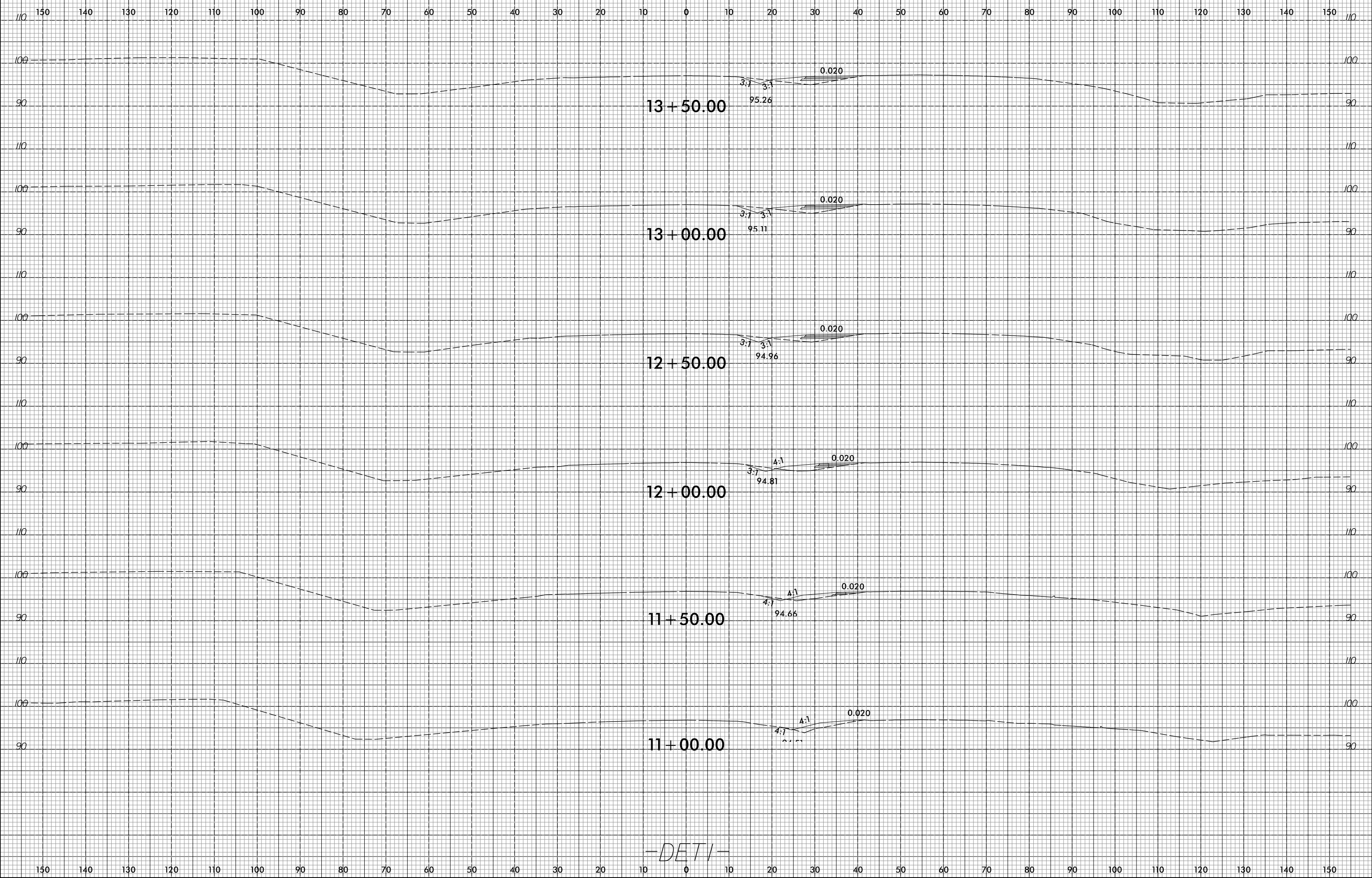
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 kels

8/23/99



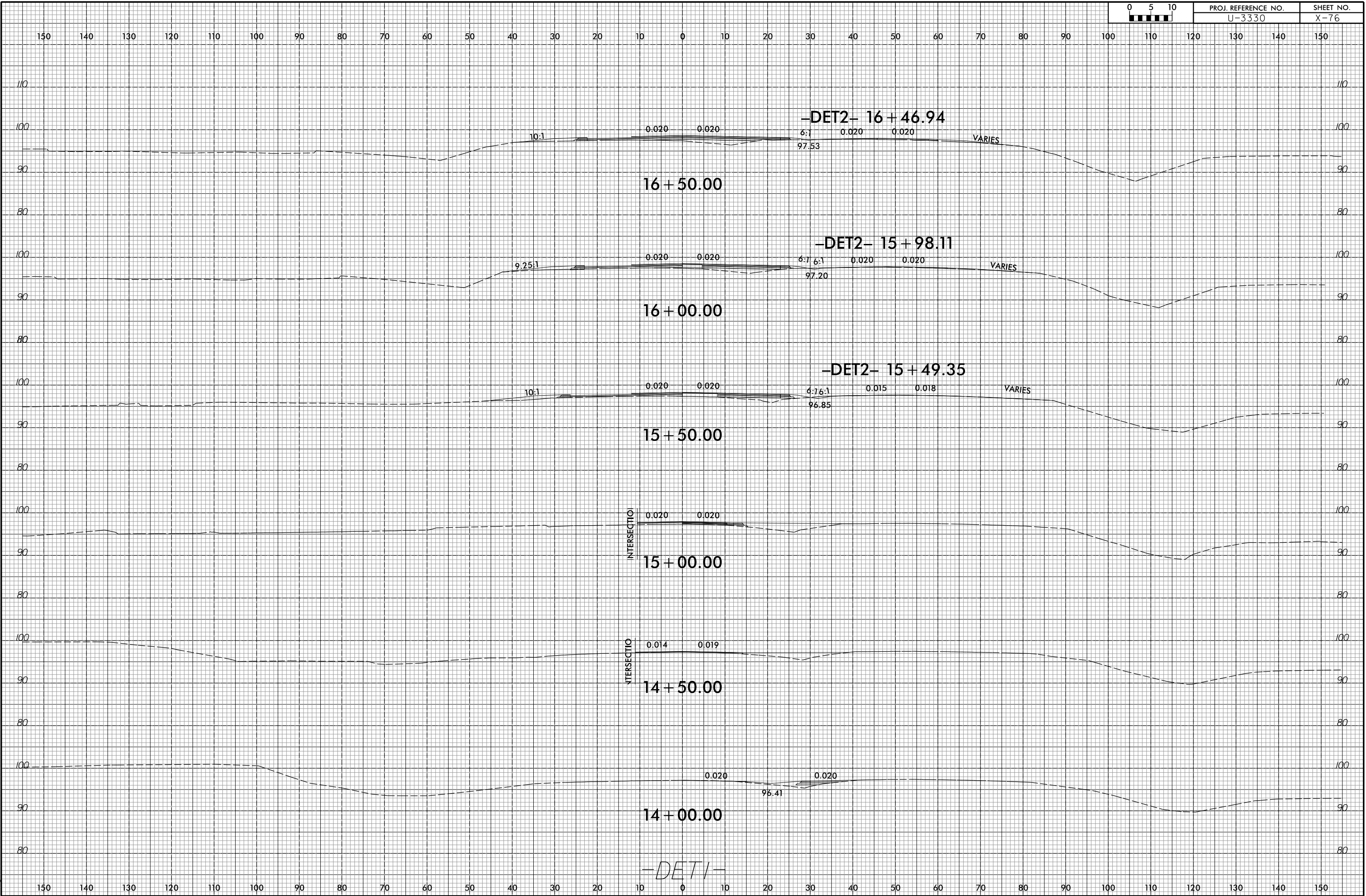
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U-3330

SHEET NO.
X-75

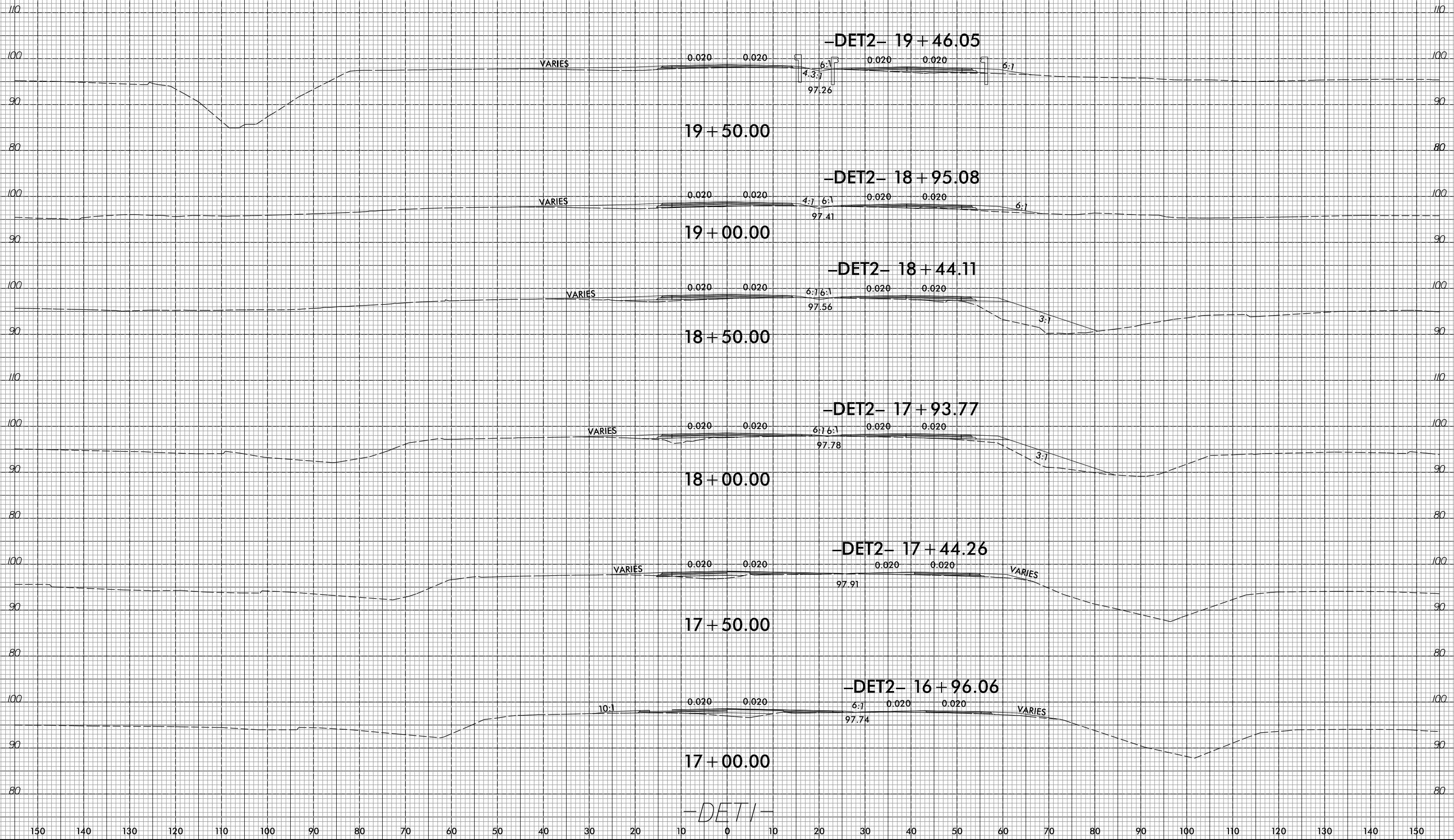


-DET1-

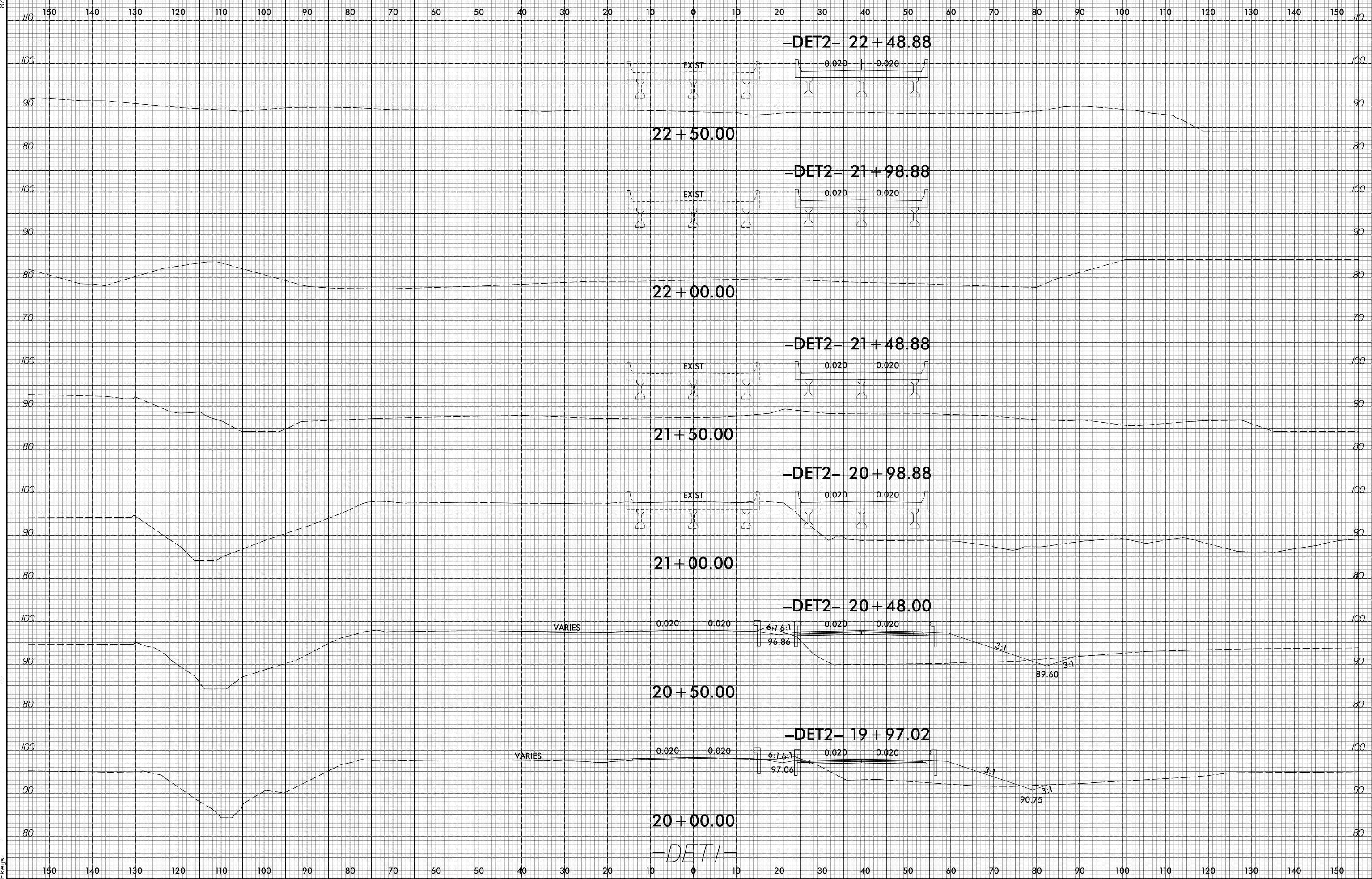
4/5/2017
E:\Roadway\CorridorModeling\U3330_RDY_XPL_DET1.dgn
kels



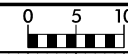
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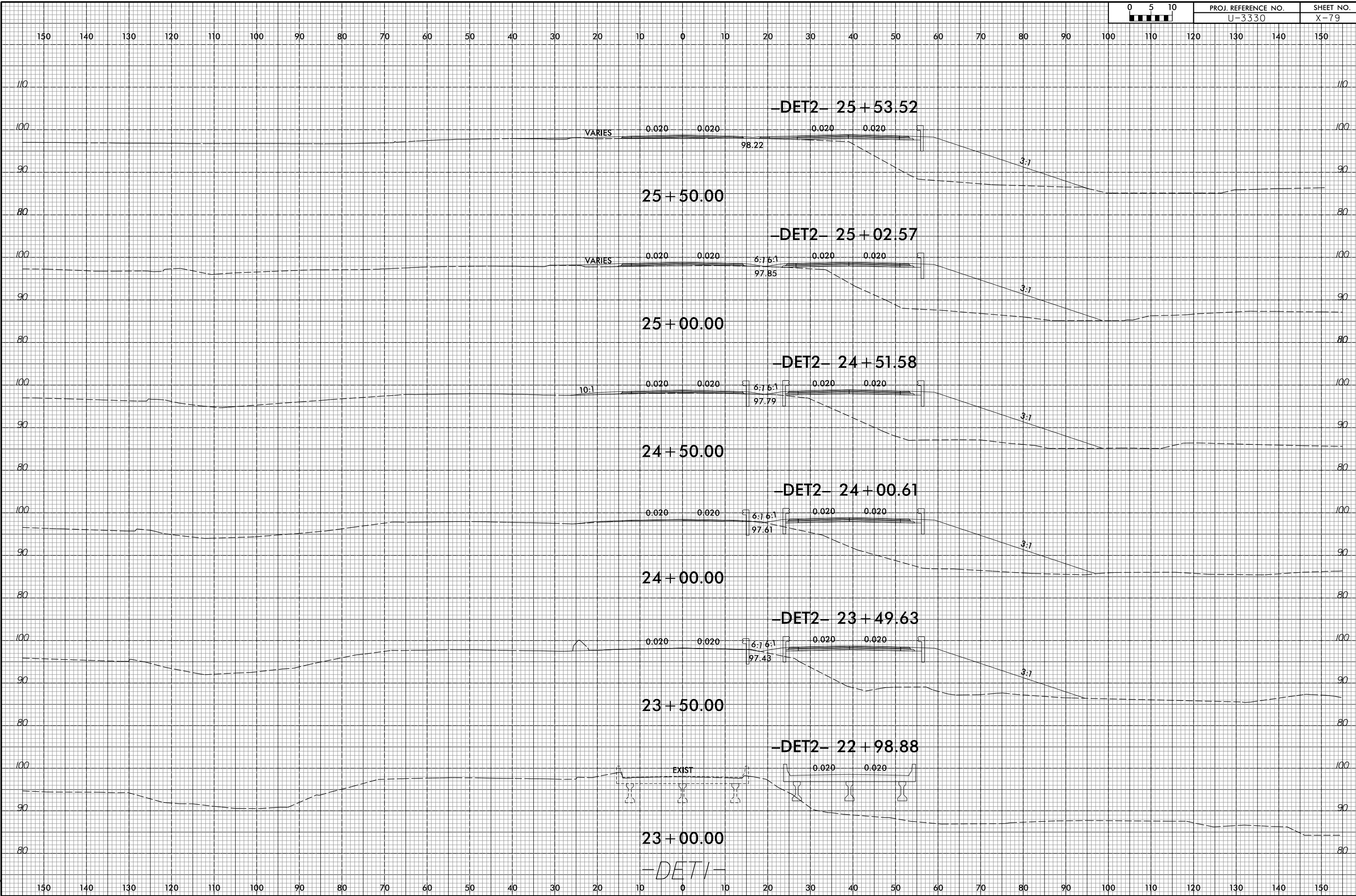
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8/23/99



PROJ. REFERENCE NO.	SHEET NO.
U-3330	X-79



4/5/2017
E:\Roadway\CorridorModeling\U3330_RDY_XPL_DET1.dgn
kels

8/23/99



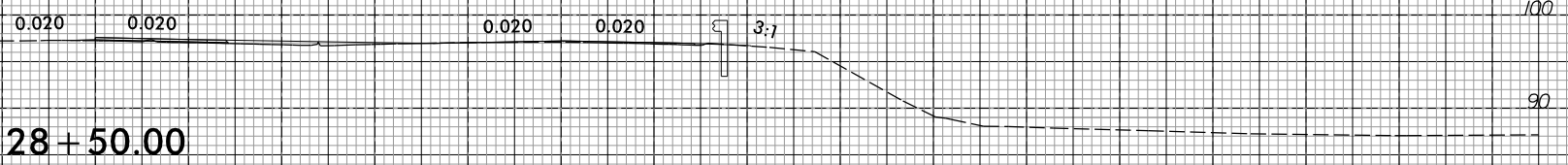
PROJ. REFERENCE NO.
U-3330

SHEET NO.
X-80

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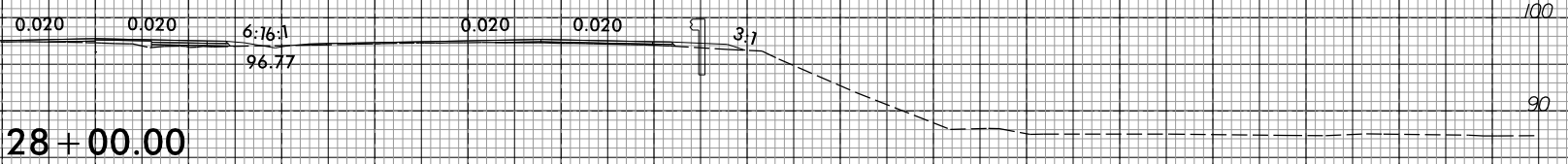
INTERSECTION SH

-DET2- 28 + 48.59



28 + 50.00

-DET2- 27 + 99.81



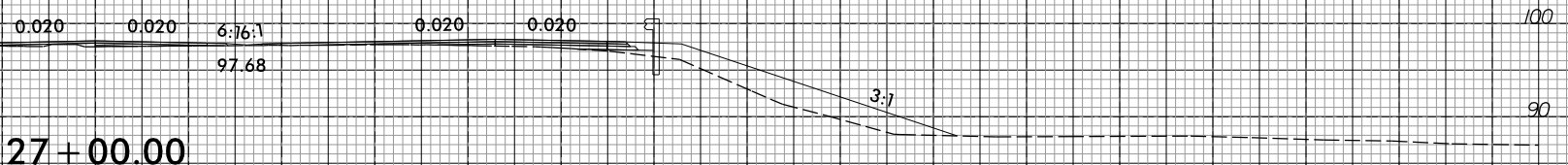
28 + 00.00

-DET2- 27 + 50.98



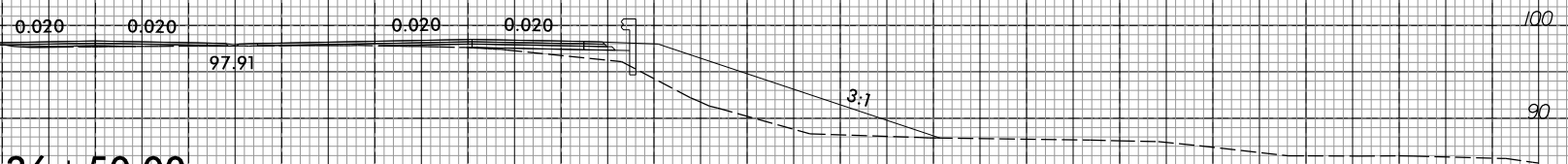
27 + 50.00

-DET2- 27 + 01.85



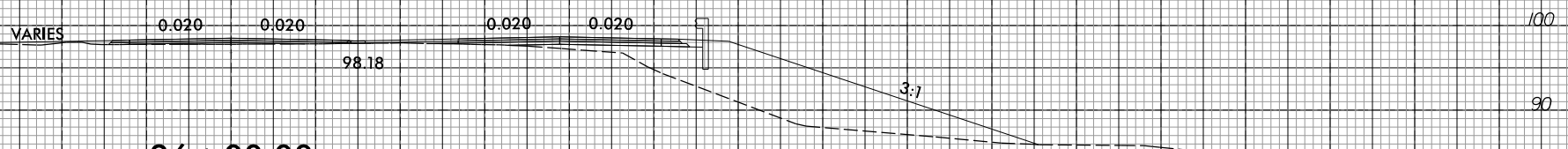
27 + 00.00

-DET2- 26 + 53.15



26 + 50.00

-DET2- 26 + 04.12



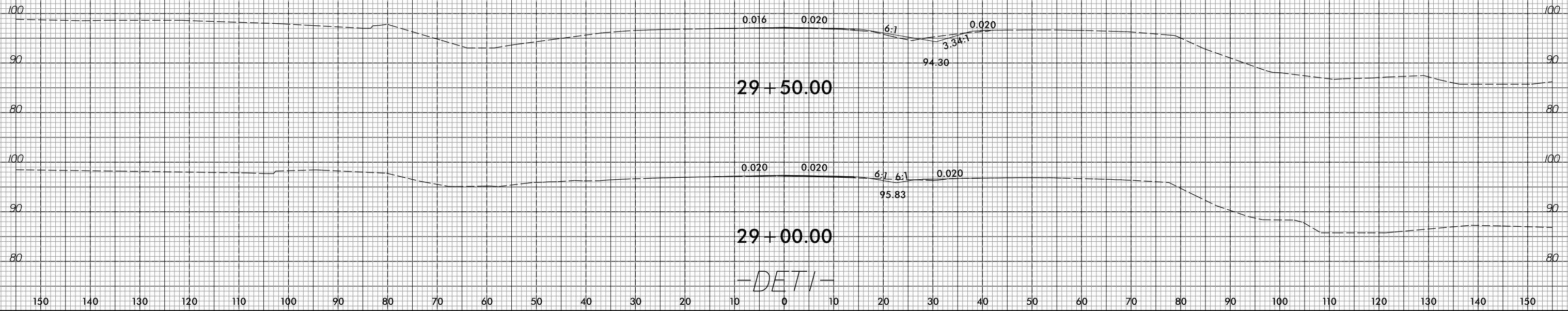
26 + 00.00

-DET1-

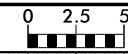
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4/5/2017
E:\Roadway\CorridorModeling\U3330_RDY_XPL_DET1.dgn
kels

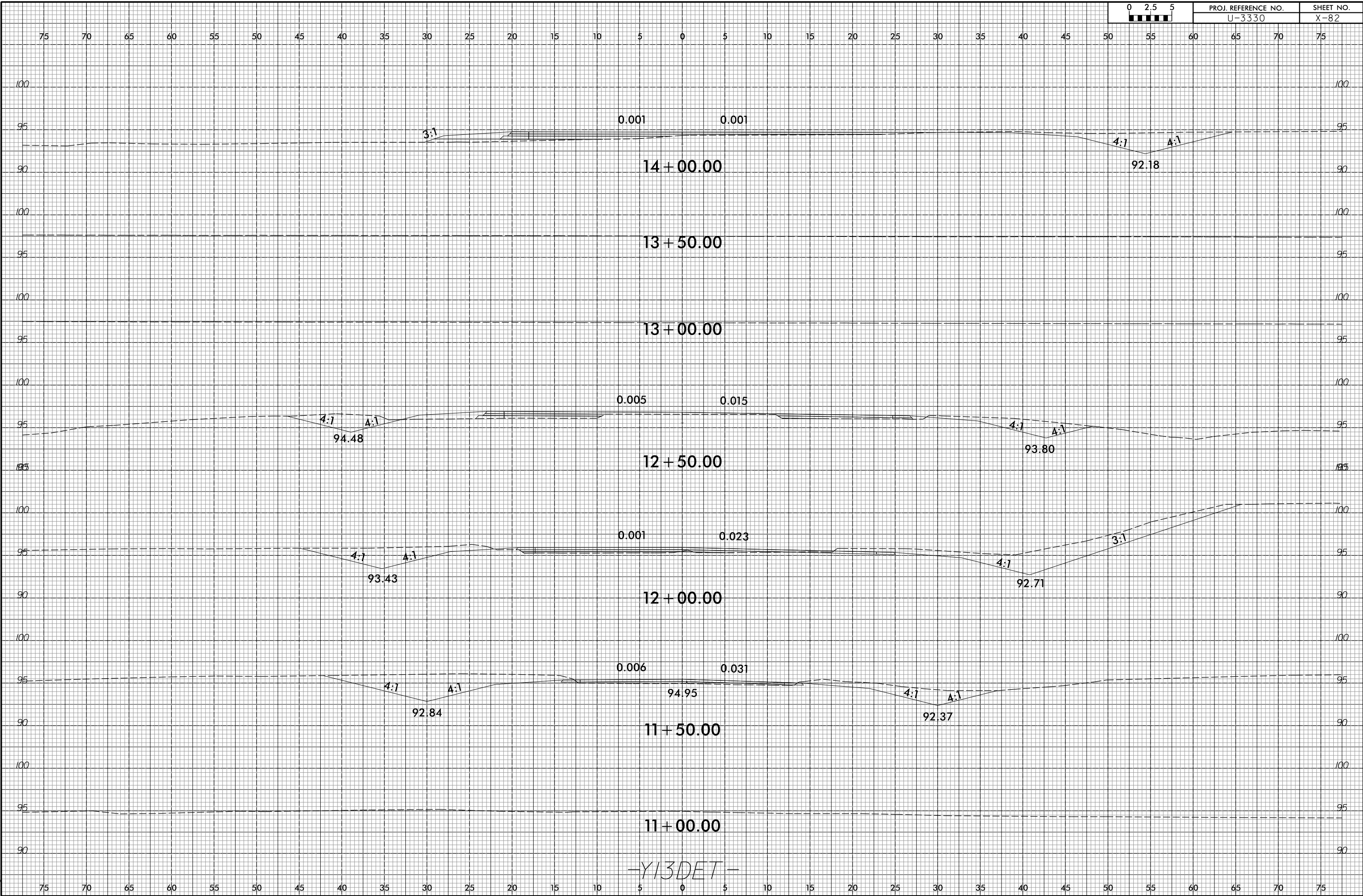
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8/23/99

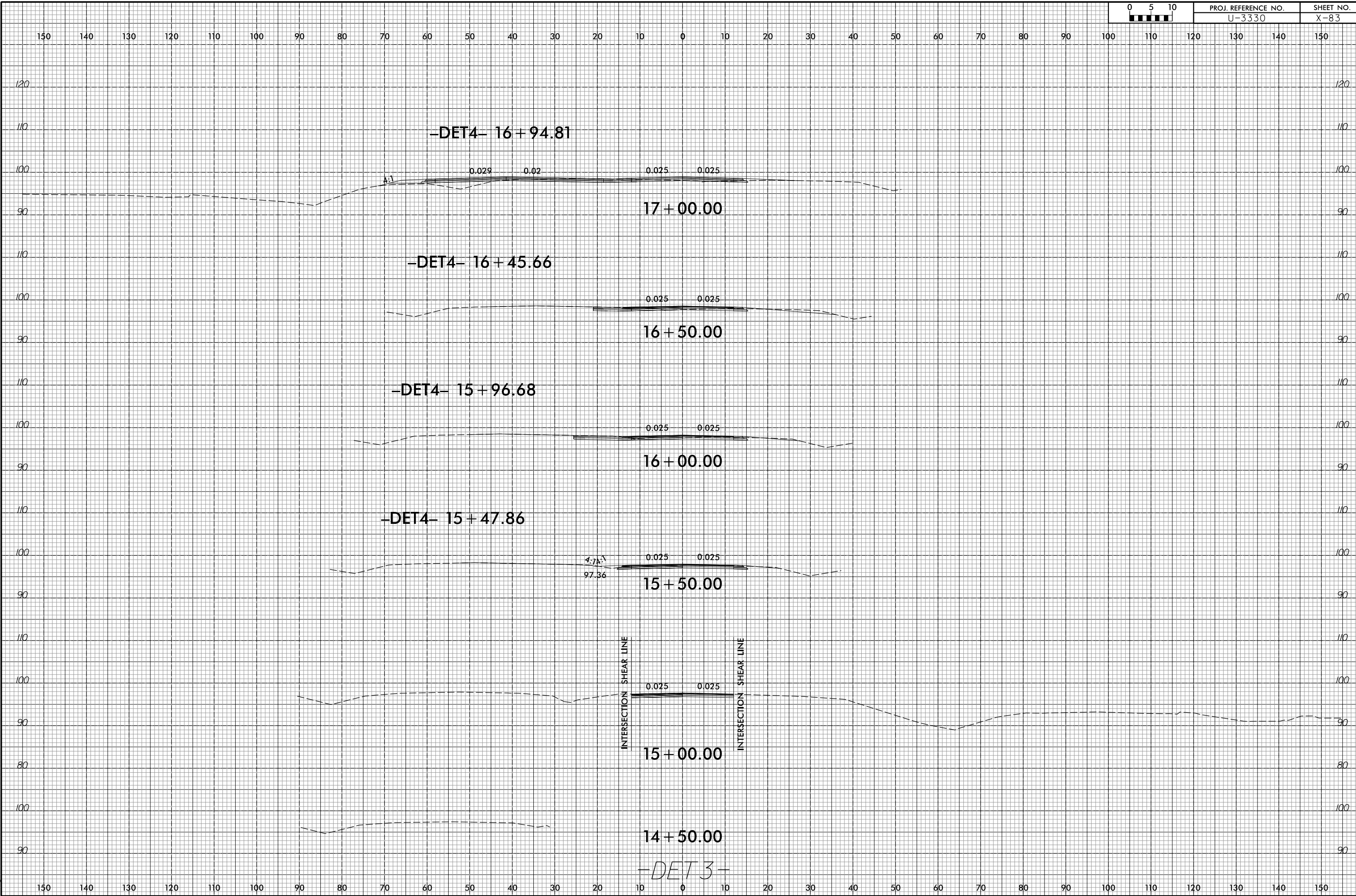


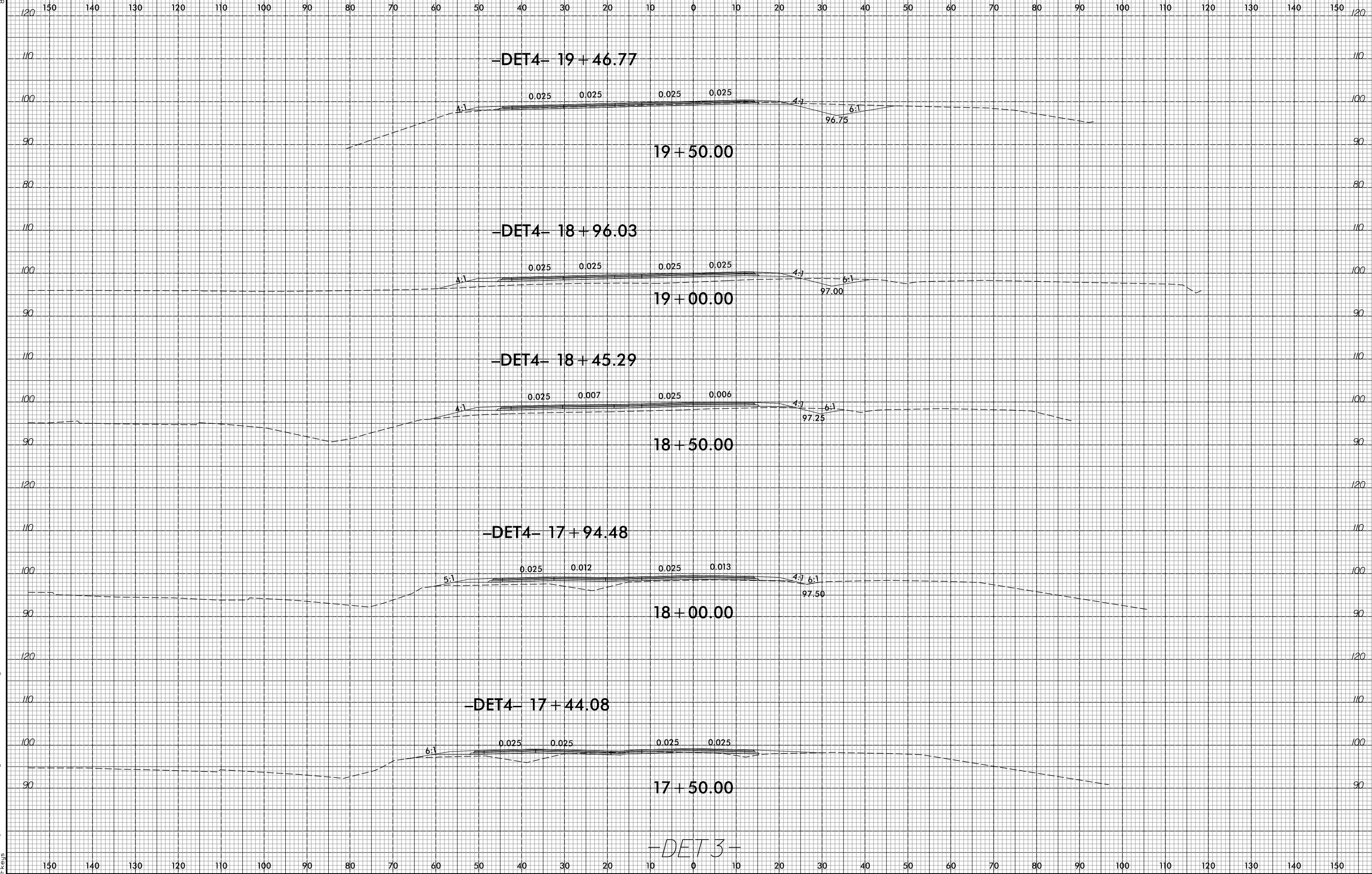
PROJ. REFERENCE NO.	SHEET NO.
U-3330	X-82



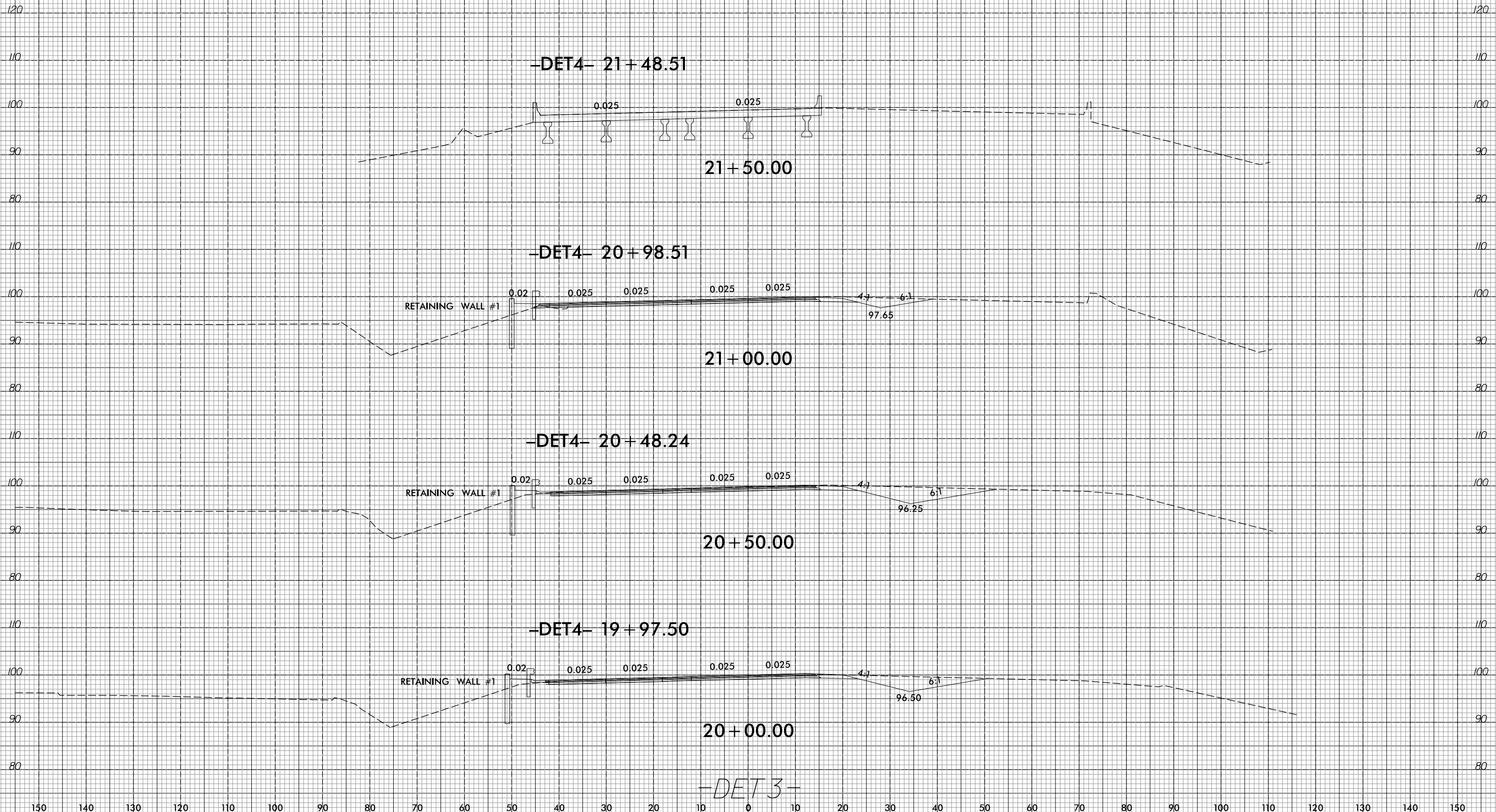
-Y13DET-

4/5/2017
E:\Roadway\CorridorModeling\U3330_RDY_XPL_Y13DET.dgn
kels

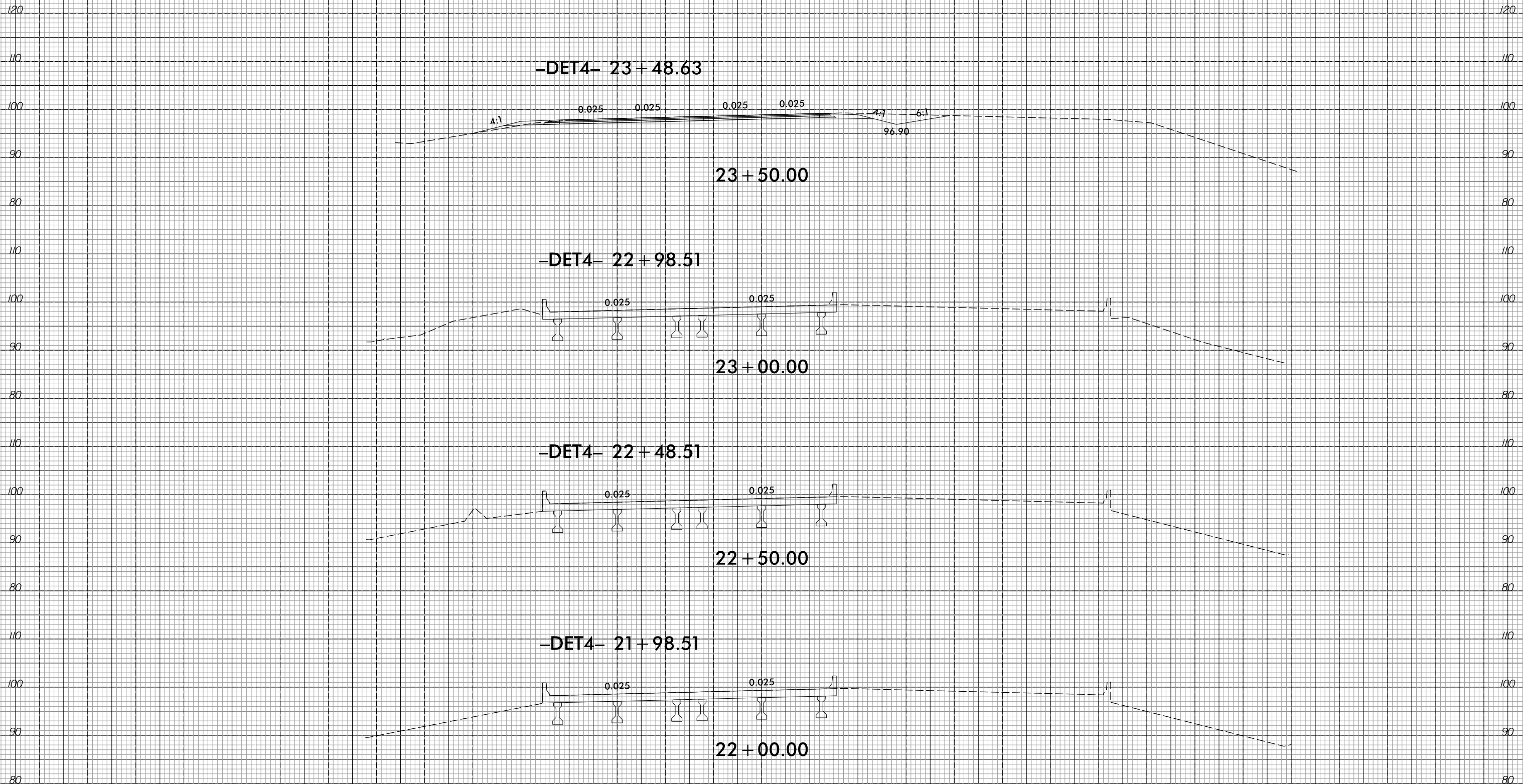




150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



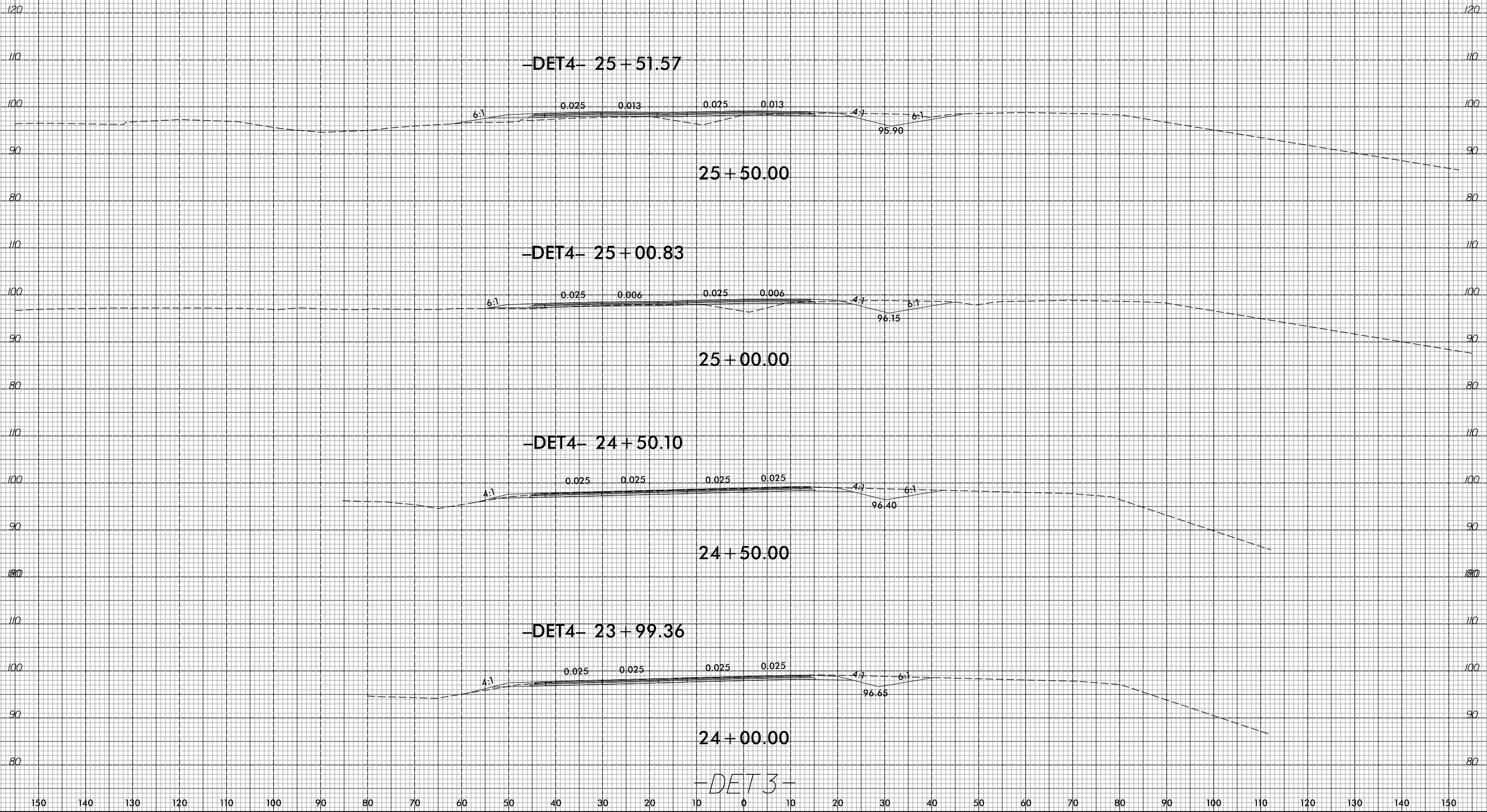
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-DET3-

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



-DET3-

INTERSECTION SHEAR LINE

28 + 00.00

-DET4- 27 + 51.54

27 + 50.00

-DET4- 27 + 02.36

27 + 00.00

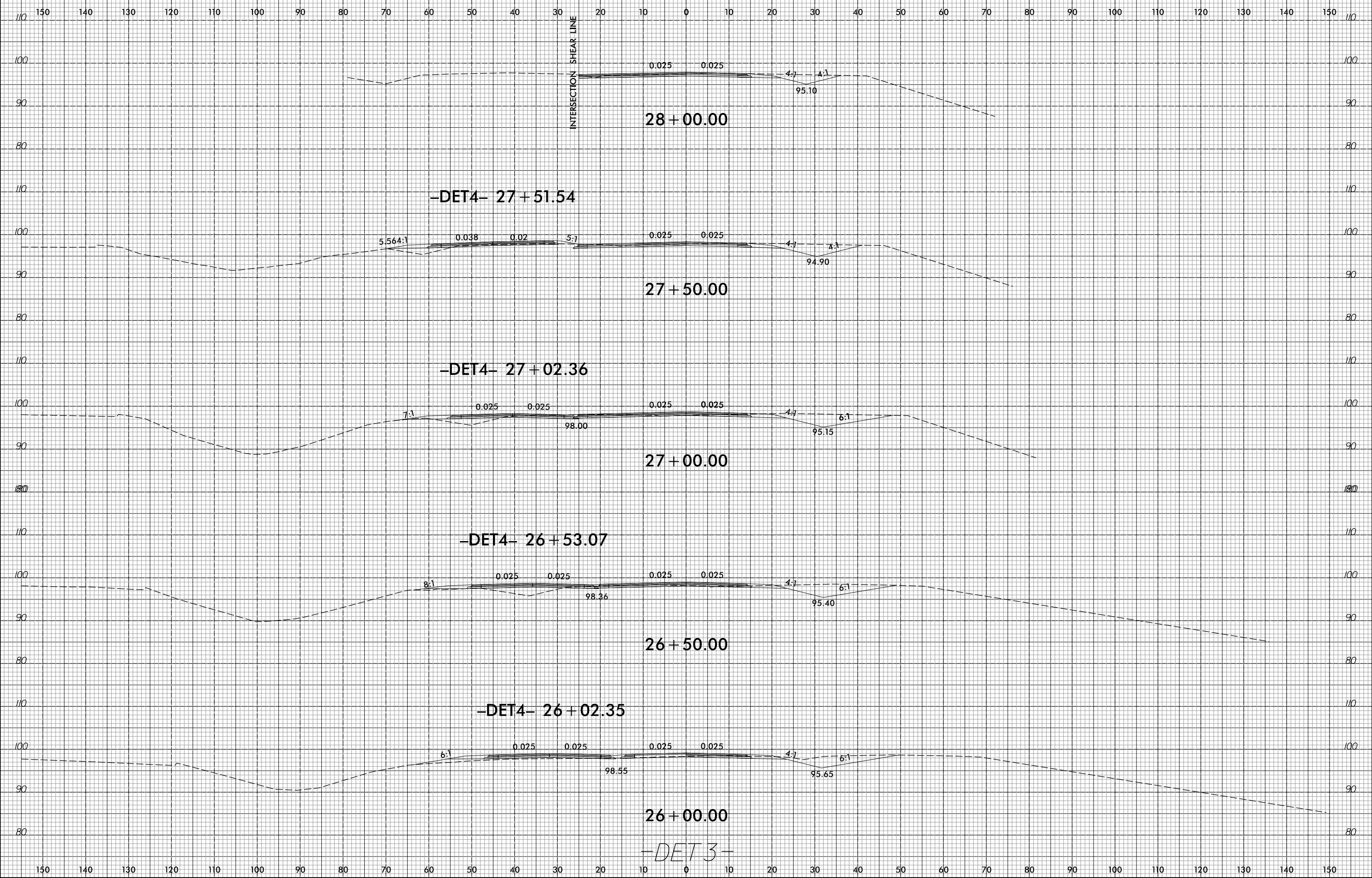
-DET4- 26 + 53.07

26 + 50.00

-DET4- 26 + 02.35

26 + 00.00

-DET3-



150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

